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Vol. CCIII, No. 2643
OCTOBER 7, 1950

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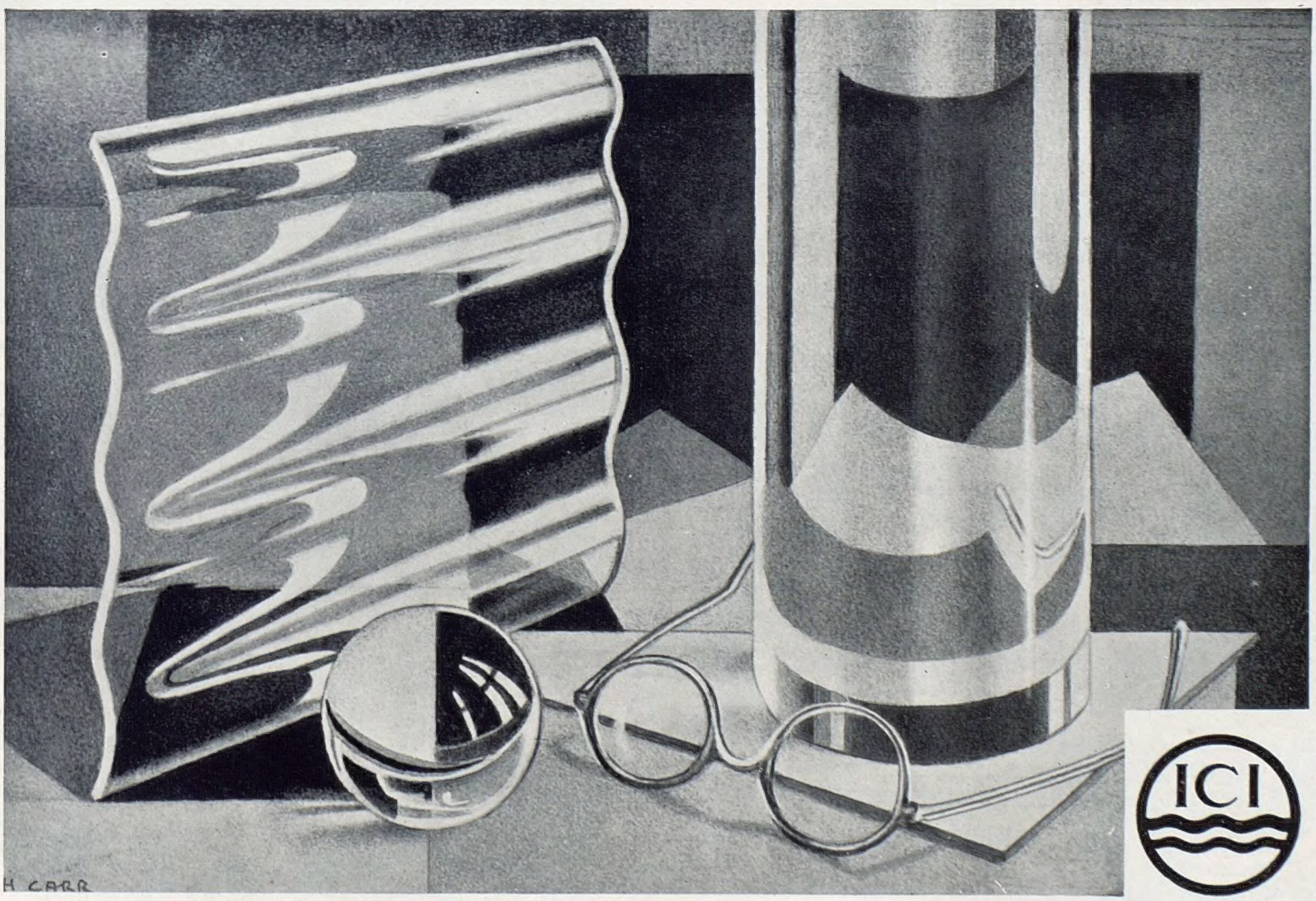

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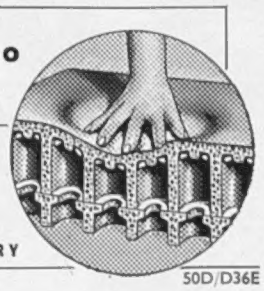

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make you feel on top of your form. . .

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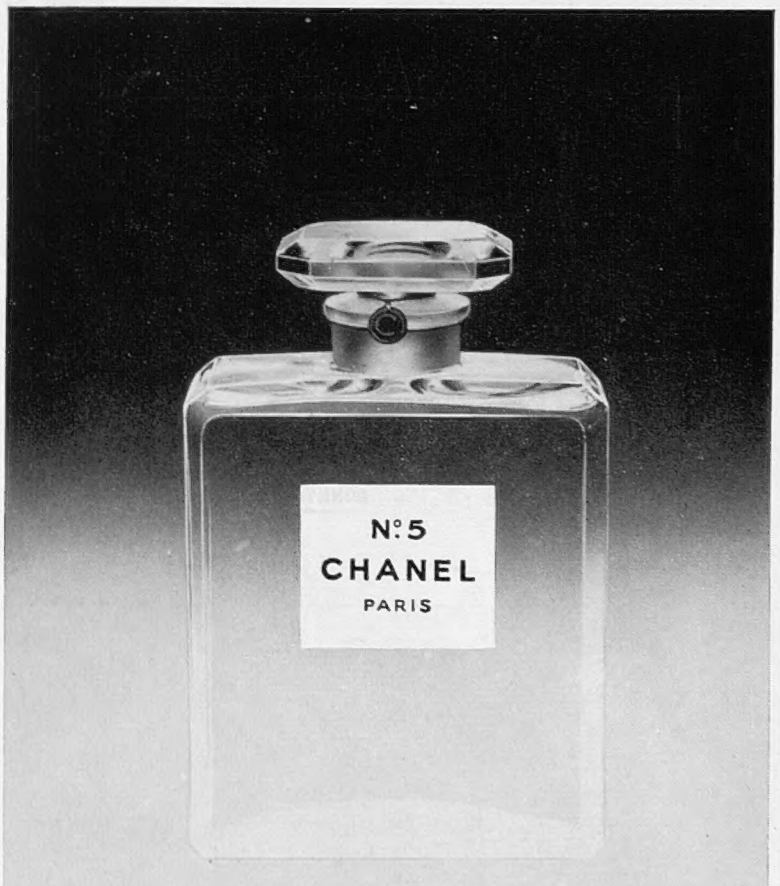

THE MOST TREASURED NAME IN PERFUME . . .

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HOW MANY DIFFERENT kinds of cake do you know? The index to Mrs. Beeton's classic cookery book lists 94, ranging from Almond Cake to Yorkshire Ginger. Also mentioned are 55 sorts of pies and 179 varieties of pudding, mostly baked. Perfect baking is easy, however, when you have the perfect cooker. All good cooks agree that the name of the one perfect cooker is the three-letter word — Aga.

AND ONLY AGA GIVES YOU ALL THESE 9 ADVANTAGES

in one combined cooker and water heater . . .

1 Burns *unrationed* coke and thus serves you independently and at full efficiency every day and at all times.

2 Fuel consumption *guaranteed* not to exceed 3½ tons a year; costs less than £4.7.6 a quarter for all your cooking and bath water, or less than 1/- a day.

3 The largest true boiling and simmering plates of any cooker on the market. Two large ovens (one roasting; one simmering).

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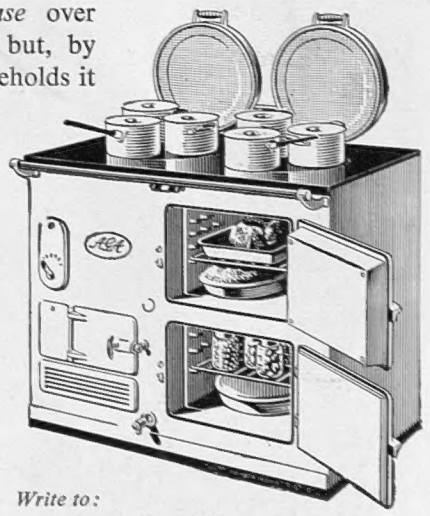
5 Gives you 3 *piping-hot baths* a day and lots of washing-up water all day long.

6 Stays in all night to give you a cosy kitchen and *immediate service* from first thing in the morning till last thing at night.

7 The shiny vitreous-enamelled surfaces are cleaned in a moment with a damp cloth. *No moving parts to remove and scrub.* No flames to blacken utensils. No smoke or fumes. Nothing to burn out. Absolutely *safe.*

8 Every Aga is *guaranteed for 10 years.* In fact the Aga, with its massive chrome-steel fire-unit, lasts a lifetime.

9 Available on *Hire Purchase* over periods of up to 5 years, but, by saving of fuel, in most households it creates its own instalments.



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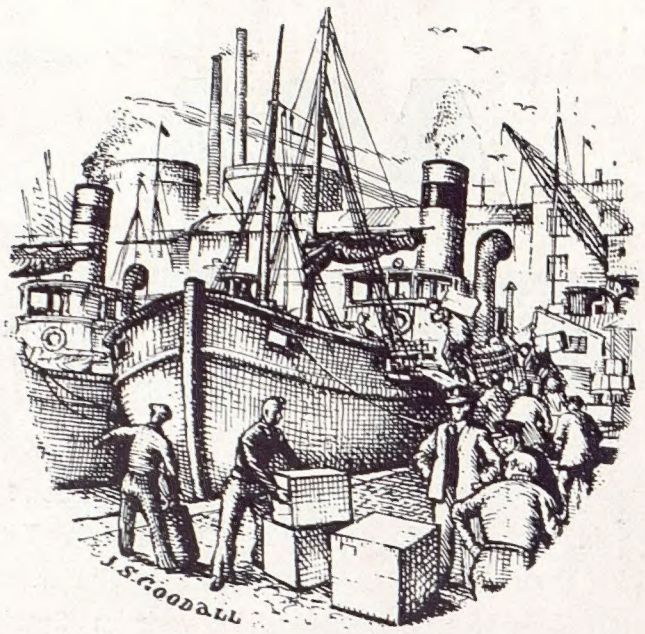

October

Nowadays trade across the sea often involves special problems and difficulties and businessmen confronted with these will find that the Midland Bank provides ready assistance. The Overseas Branch at 122 Old Broad Street, London, the West End Foreign Branch at 196A Piccadilly, London, and the Provincial Foreign Branches in Birmingham, Bradford, Liverpool and Manchester are especially equipped for this purpose and the services they offer are available at over 2,000 branches in England and Wales.

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This rich Royal Sherry—a wine of infinite character—comes from the famous Spanish House of Duff Gordon, established in 1772, to whom was granted the use of the Arms of Queen Isabella II—**by Royal Decree.** *At Twenty shillings a bottle from your Wine Merchant.*

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The Courtier Stove stays in when you go out, burning quietly, safely and economically to ensure a warm welcome on your return.

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NOW OBTAINABLE EVERYWHERE 3/6 PER BOTTLE.

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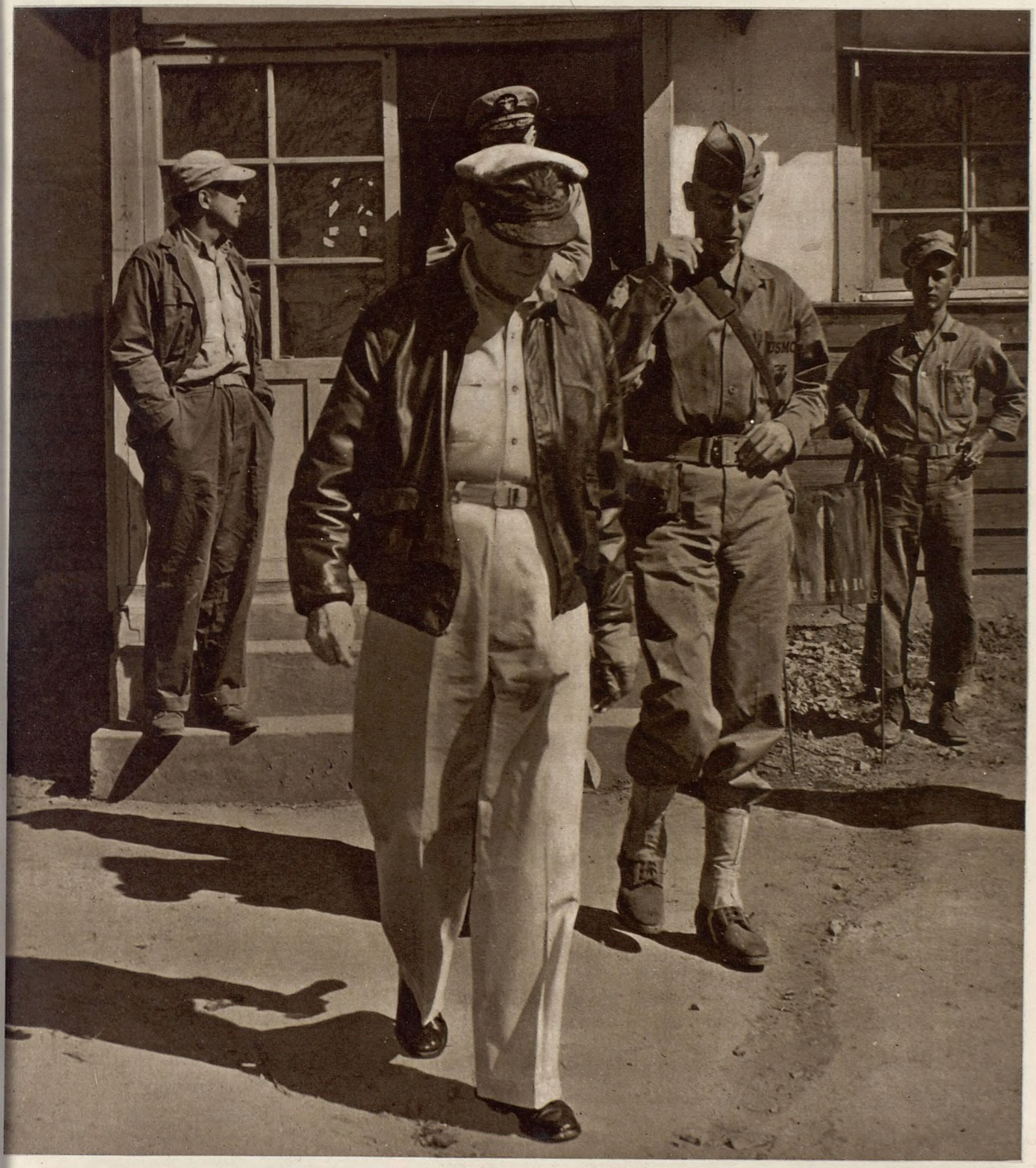
WITH WHICH IS INCORPORATED "THE GRAPHIC"
THE EMPIRE'S ILLUSTRATED WEEKLY



THE ARCHITECT OF VICTORY—**GENERAL DOUGLAS MACARTHUR, SUPREME COMMANDER OF THE UNITED NATION'S FORCES IN KOREA, LEAVING THE COMMAND POST OF THE 5th MARINE REGIMENT FOLLOWING THE INVASION OF WESTERN KOREA: General MacArthur saw the invading forces hit the beach at Wolmi Island, watching the landings from a small boat close inshore. Later he was with the troops at Inchon.**

On January 26, 1880, General Douglas MacArthur was born at Little Rock Barracks, Arkansas, the son of Lt. General Arthur MacArthur. He graduated at West Point in 1903. In the First World War he was gassed and wounded, and emerged with the acting rank of brigadier general. From then on his rise was meteoric, becoming in 1925 the youngest Major General in the American Army. To-day at over seventy he stands out as the architect of victory in the Korean war, and it was his bold policy which, in the hour of peril in the Pusan bridgehead, made possible the great invasion at Inchon, which culminated in the recapture of the South Korean capital of Seoul, and the advance which took United Nations troops to the 38th Parallel.

A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

This Babel

—Mr. Bevin in his latest address to U.N. General Assembly put the issue of World Security (which is a question of disarmament) by means of a solemn pledge to support the vast increase in Western rearmament against aggression. The adjective " Gilbertian " was coined for just such an absurd situation. Peace could lap the World and security snugly warm the hearts of humanity, if the World were not Babel, if we could speak one language, and tear down the brick walls which divide us. Almost all the wizards agree that Russia's truculence is due to an insane terror of attack. The Western rearmament programme is due to the same cause, terror of attack.

War would utterly destroy the economy and civilisation of every combatant nation. Russia has more than once proposed a piecemeal disarmament, while her own mobilised forces equal those of the rest of the World.

If the principle were accepted by the West, what guarantee has the East offered that action to reduce would be bi-lateral ? The iron curtain remains, must remain and, while it remains, must effectually block also any World agreement to outlaw the atom bomb or other deadly instruments.

Yet a single word could do it, a single sentence from the Kremlin could bring peace in our time and new life and hope to all struggling humanity. Our cynicism, our tragic indifference and apathy in human life to-day, are due to the belief that those words cannot be said. That iron curtain, this state of Babel, prevents the communication of the simple idea which could produce the Open Sesame formula. The World is as mad as that, as bad and as sad. We are all in Bedlam together, collecting water in sieves, pulling the cart up-hill with the donkey tied behind, always busy over inanities, trying to pick the lock of the door of escape, with the golden key in our pocket. If Stalin declared over the radio :—" An end to this folly. Here is a lead for you. I am disbanding a hundred divisions. Send each of you a party of experts to see it done. Now what will you do on your side ? "

Would the West be less generous, less lucid ?

We know what the response would be, how concession would follow concession in a paroxism of relief and thankfulness, as the sun of hope and comfort rose over darkling humanity.

It cannot be. Stalin, in his terror, looks to Truman to say the magic word, and *vice versa*, a vicious, unbreakable circle. And Mr. Bevin can only endorse the policy of despair, the race in armaments. It is a game for the lunatic asylum which is the World in which we live.

These Margates

—Oppositions, like you and me, would find life hard to bear without Hope. And the faint hope bred of a wild rumour is better than none at all. After a party has held power for a year or two, rumours of party splits in and outside the Cabinet are the usual generators of the needed ration of hope. The Socialists have held power for five years and are still going strong with their dicky little majority, and the rumours of party splits have occurred and recur on every suitable occasion.

Usually Mr. Bevan leads the revolters. His recent comparative silence suggests that he has been broody and must be about to hatch a clutch of eggs. So rumour avers that he demands a strong and vigorous reform policy in the King's October Speech, leading up to a November G.E., not on the Steel issue but on a real " Social reform " policy, including a Capital Levy to pay for defence and safeguard the welfare services and our standard of living. Who would follow him ? On the capital levy issue, Mr. Strachey, for certain ; Dr. Dalton, Mr. Shinwell . . . . ? The student of politics usually ca's canny with his list of the rebels, because he is conscious that personal jealousies and private ambitions may play havoc with the staff personnel of guerrilla bands.

Will events at Margate show the way the wind blows ?

THE GATHERING OF THE CARDINALS — PRINCES OF THE CHURCH ATTEND A SOLEMN PONTIFICAL MASS AT WESTMINSTER TO MAR THE OCCASION OF THE ROMAN CATHOLIC HIERARCHY CONGRESS : Seated on the dais are (left to right) Cardinal van Roey, of Belgiu Cardinal Gerlier, of France, Cardinal Mc Guigan, of Canada, and Cardinal von Preysing, of Germany. The mass was part of the celeb rations in connection with the centenary of the restoration of the Roman Catholic hierarchy of England and Wales. In his own cath edral, in his capacity as Papal Legate, Cardinal Griffin was officially received. (See also centre section of this issue).

The trouble about these " Margates " in the past years of Socialist power has been their habit of revealing unanimity, goodwill and enthusiasm for the Cause and a new Mandate for that clever little Mr. Attlee.

Russian "Face"

—The Korean " adventure " certainly begins to look less good for the Communists, as the MacArthur " raid " puts on the appearance of an encirclement, and there have been some signs in New York that Stalin's delegates are adopting a temporarily more accommodating tone. The Russian idea of " face " is a curious one. Consistency is not an article in their face-saving. The Western statesman or diplomat will go all lengths to defend his own or his country's consistency. The Russian, more realist, concentrates on expediency. When brutality and aggression can gain the trick required, none is more aggressive and brutal. But when a hitch in the plans develops, geniality can be turned out and turned on like a tap ; snubs are passed over unperceived and sweet reason is the order of the day. Korea is not going according to the Red plan. *L'animal mechant se defend*, and therefore surely the time has come to settle this silly Korean incident by private negotiation within the U.N. framework, just as that other silly business of the Berlin blockade was settled, by the sweet reasonableness of reasonable, civilised men.

There is some slight evidence that that change of face is in the mind of Stalin's men in New York, and that evidence would not be entirely rebutted by a fresh outburst of brutality in conference. The Russian is still pretty crude in diplomacy and his notion of " face " is not the Eton and Oxford model.

Arundel Verdict

—The Arundel murder aroused more than local interest.

The victim died on the last day of July, 1948, and, as a result of the Arundel magistrates' decision of September 22, the murder remains an unsolved mystery.

The wider interest in the case was due to the fact that, the police having failed to find enough evidence for a charge against any person, the dead girl's father pursued enquiries with the aid of a private detective and at last obtained leave to prosecute a local man on the charge. Within living memory no trial for murder had been initiated by prosecution by a private citizen.

The magistrates after a three days hearing very rightly decided that there was not sufficient evidence against the accused to justify his committal for trial at the Assizes, and he was released.

The evidence against him was purely circumstantial. There was nothing abnormal in that. In ninety-nine cases in a hundred, evidence in murder trials is purely circumstantial. Murderers do not invite direct evidence of their crimes.

Circumstantial evidence *may* be stronger than direct. The tongue can lie, the eye can fail ; but the cumulative effect (as Poe expounded in the *Marie Roget* case and as hundreds of lawyers have preached to juries) of the building-up and fitting-in of link after link in a chain of circumstantial evidence of motive, opportunity and so forth, may create absolute certainty in the mind of a reasonable man. The Arundel magistrates' role was rather that of the old Grand Jury. They did not find enough links to create such a chain as would justify a jury in reaching reasonable certainty.

Newsletters

—I am struck again by the confidence and knowledge of events revealed by my rival newsletter-writers who send their stuff out by post. I sometimes find a copy of some such Newsletter and I am at once made ashamed of my own ignorance. For them there is no Iron Curtain ; it is hardly so much as a gauze veil. They can tell us about creaks in the great Soviet machine, of subversive activities in Poland and of particular repressions in Roumania. They know intimate details of how people in all these countries eat and live and queue for trains and cinemas. Their eyes are everywhere and their minds (unlike mine) are clear and decisive. They know, for instance, exactly how the U.N. international force should be recruited, and composed ; how paid for and where based and trained. They know exactly the number of active Western divisions needed to prevent Russia reaching the Channel ports inside six weeks. They know the types of unit required for such a force on land and in the air ; and, in short, the muddles and fogs and doubts of statesmen, soldiers and even newspaper men have no meaning for my " rivals " who see things clearly, see things whole and know exactly what to do and how to do it. But above all things (in the interests of circulation) they love to make our flesh creep with tales of horror just round the corner. " According to our latest information," they tell us, " something new is likely to develop very soon."

Indeed, there is only one thing common to their Newsletters and mine, a merciful amnesty (due to the shortness of human memory) spares from public ridicule and condemnation their *cocksureness* and my bad guesses in the fog. We can both start again from scratch to deal with a totally new situation when our next issue is due and no one remembers the foolish words we spilt last month or last week. And I doubt if our inspired prophecies of " something new about to happen " receive all the plaudits they deserve.

Penny Tokens

—A problem faces the banks and the Mint.

There are too many pennies in circulation and banks are unable to rid themselves of their surpluses.

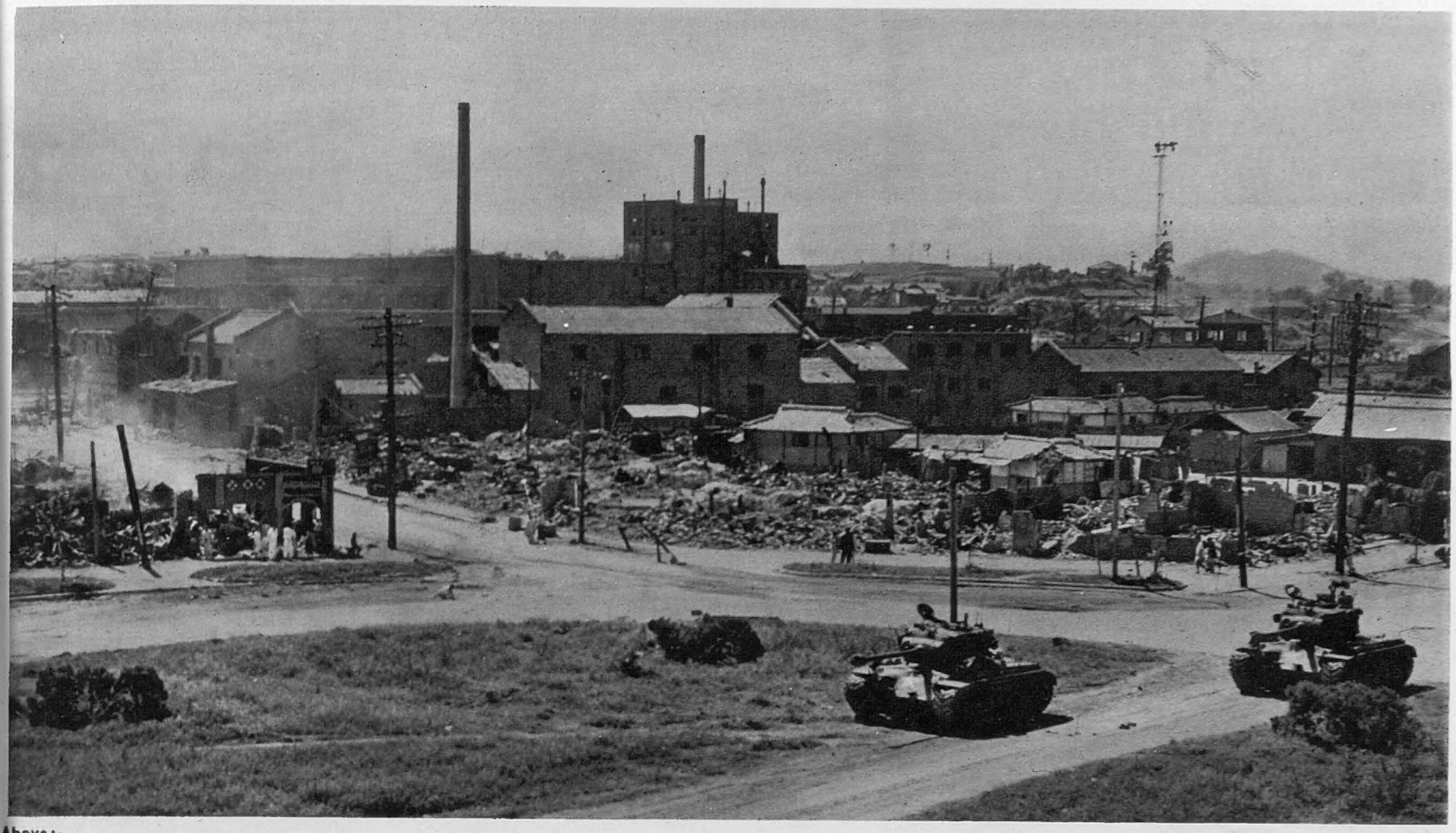
A penny was once a useful coin. It could buy you a single example of many of your luxuries, as well as of your necessities. Nowadays, it will take you nowhere, not even a few hundred yards in a bus. You can buy with it not the lowest unit for heat or light ; I doubt if there exists a penny bun. But the banks are all becoming penny-banks. The truth is, the shilling is becoming the " lowest common denominator " in our currency in practice, and mathematically soon enough will have no more purchasing power than the Edwardian penny. For the cost of living for ever rises, and now boots, cottons, wools and utilities are all to rise again, and doubtless the cost of transport.

There are two thousand million of these penny tokens in circulation and individually they are of no more use than was a farthing. (But perhaps the motorist will have need of farthings again.)

The Mint's problem is whether or no to redeem the older members of this copper fraternity, the aged and decayed born in the 'sixties and 'seventies, no longer fit for slot machines. A ton of new pennies is worth £450. A ton of old pennies, shorn of their copper, is worth £100. And the cost of picking out the crocks from the moderns is prohibitive.

—END—

THE OLD STAGER



Above:-
THE TANKS ADVANCE THROUGH YONG-DUNG-PU: Units of an American armoured division taking part in the great pincer movement which secured the liberation of Seoul, and at the same time led to the junction of the Inchon invasion force and the army which broke out of the bridgehead along the Naktong. The fall of Seoul came exactly three months after the North Korean Communists invaded South Korea across the 38th Parallel.

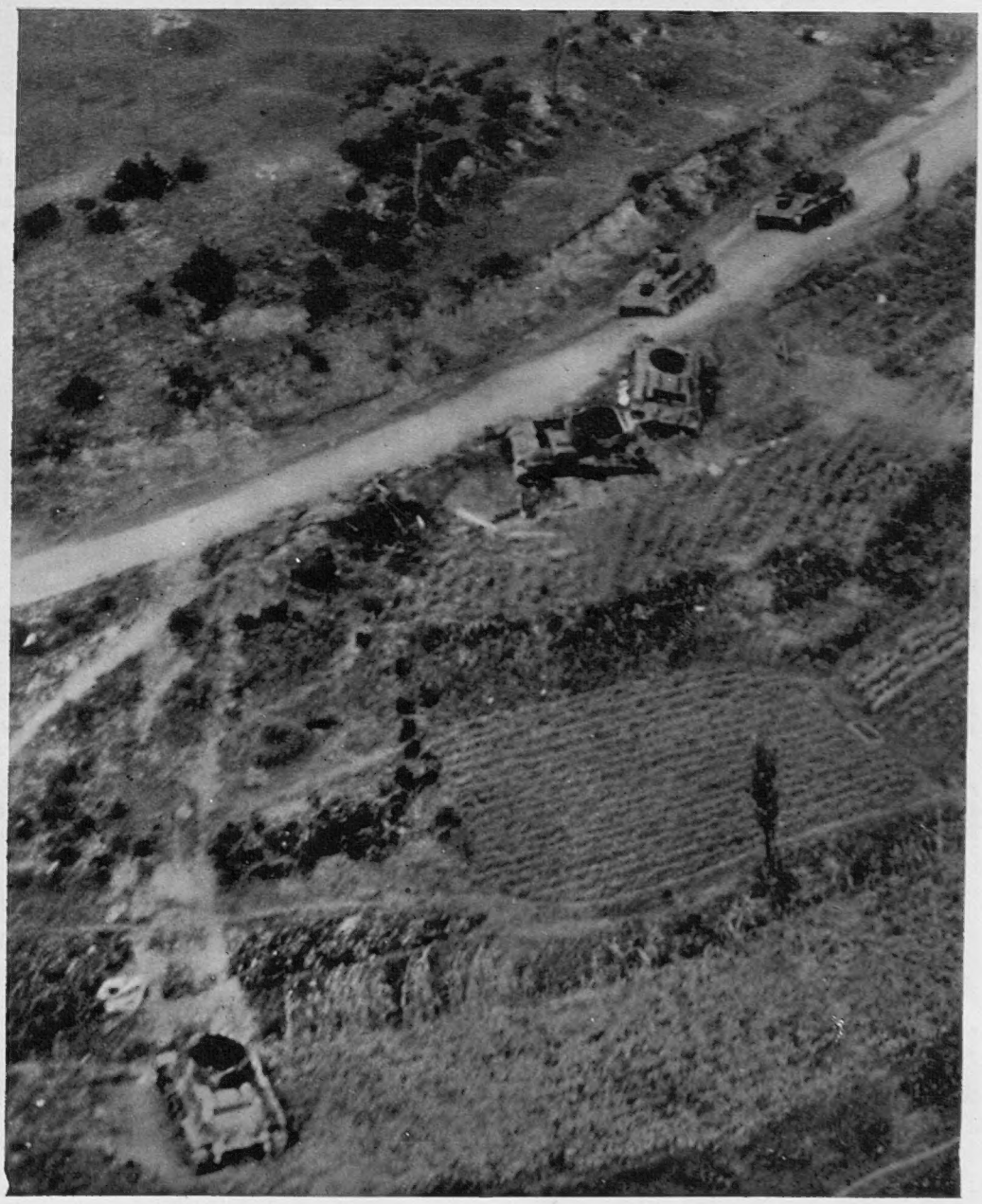
BEFORE THE FALL OF SEOUL

THE FINAL PHASES OF THE GREAT STRUGGLE IN THE SOUTH

Below.
BLITZ ON THE NAKTONG FRONT: In this aerial picture, taken in the area of Yongsan, five North Korean tanks are seen after being demolished by the Allies. Rocket-firing planes have wrought tremendous havoc of recent weeks among the once formidable enemy armoured units.

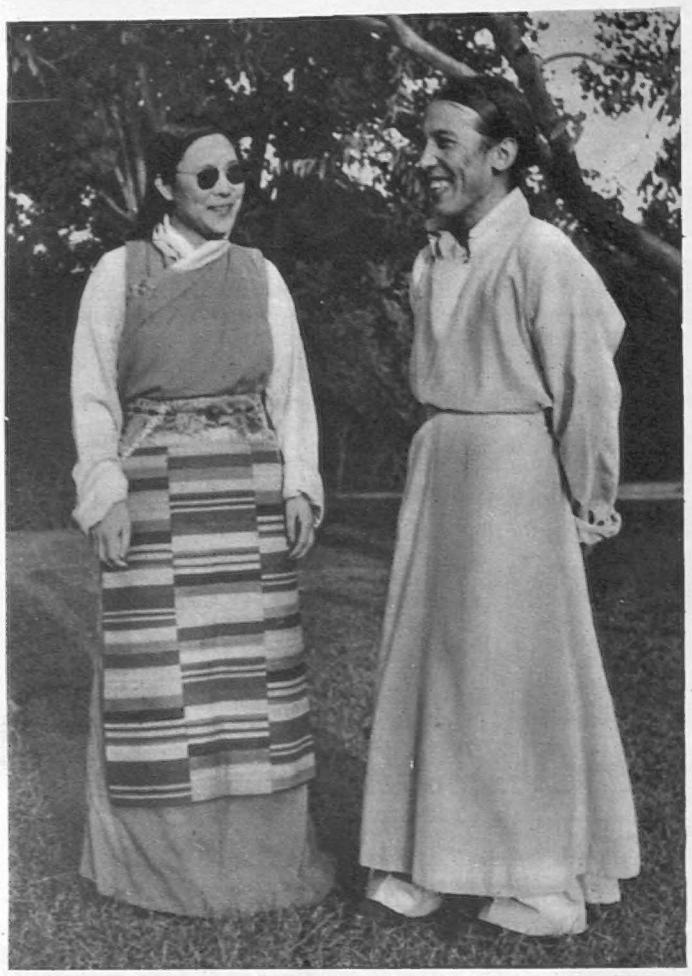
WALKING WARILY, THEIR RIFLES AT THE READY: Infantrymen of the 25th Division hunting for snipers in a village in the Haktong-Ni area. Swift advances by the United Nations forces have led to the by-passing of large numbers of the enemy, hence the presence of snipers.

IN THE BATTLE FOR SEOUL: A helicopter of the Marine Division coming in to land in the battle area near the South Korean capital. The helicopter took off several wounded who would otherwise have had to wait days before reaching hospital.

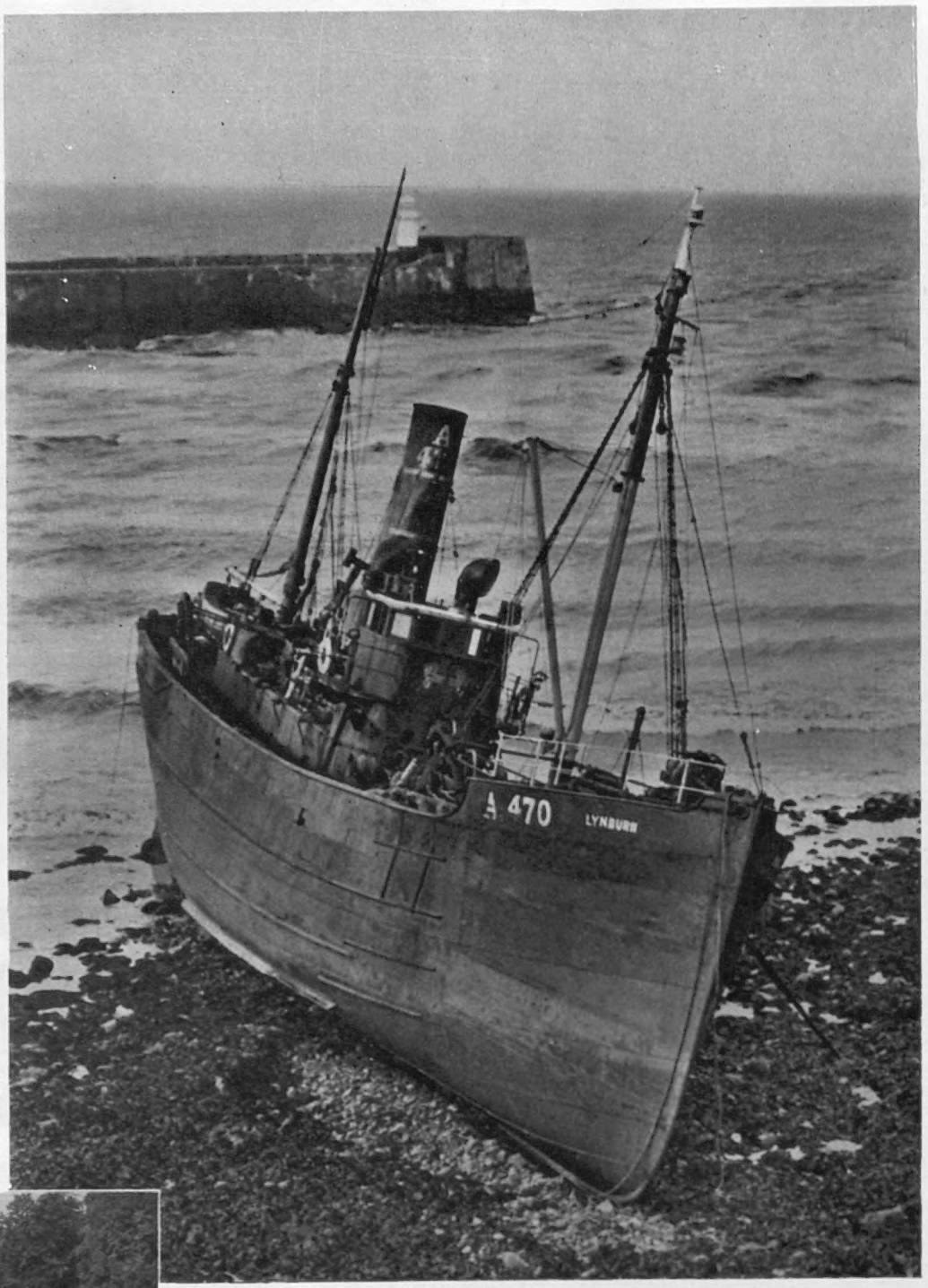


From Three Continents

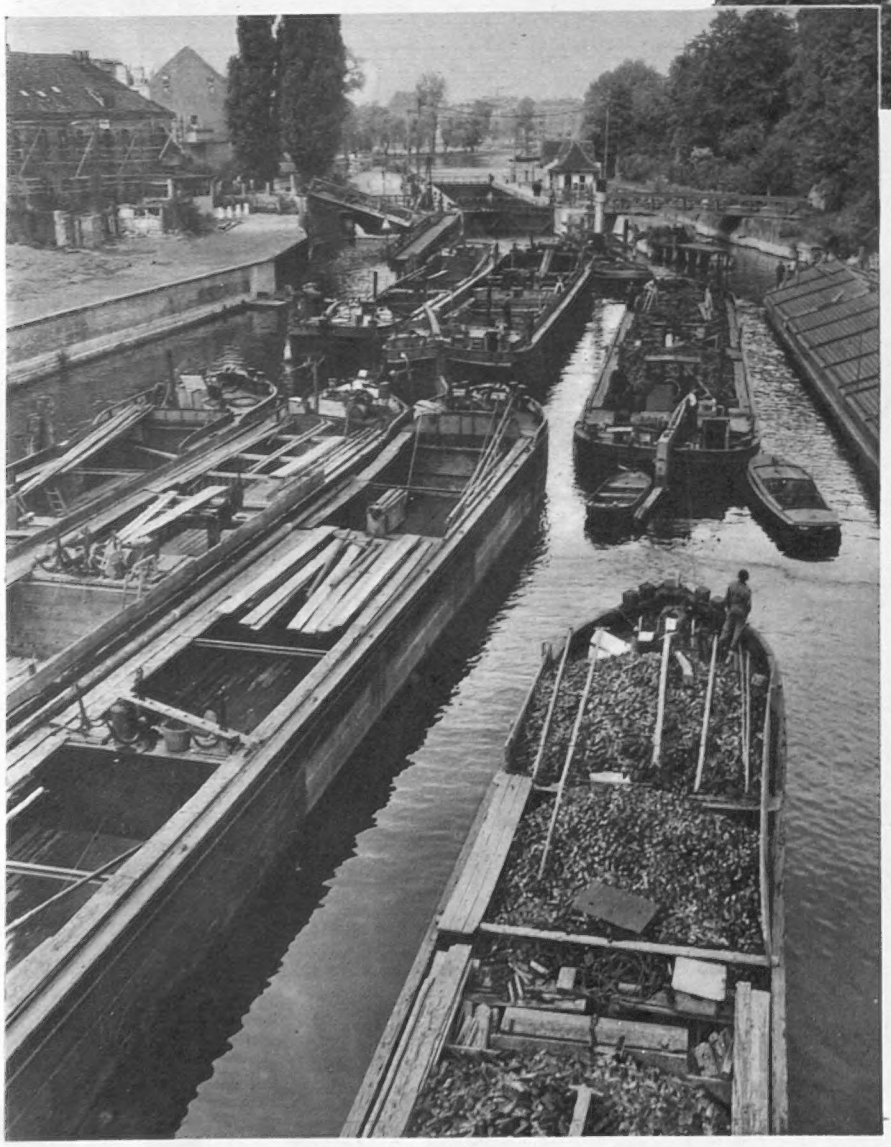
RECENT EVENTS AT HOME AND ABROAD



INDIA—THE DALAI LAMA'S SISTER ARRIVES IN DELHI: Mrs. Yap Shi Sey, eldest sister of the sixteen-year-old spiritual head of Tibet, seen with her husband. She arrived with further written instructions for the Tibetan delegation now negotiating with the Chinese delegation.



SCOTLAND—THE ABERDEEN TRAWLER "LYNBURN" LYING ASHORE AT THE HARBOUR ENTRANCE AFTER GROUNDING IN A GALE: On September 25, she snapped her mooring wire at Mearns Quay and, with only a watchman aboard, headed for the open sea. The watchman was later taken off in a heavy swell by the Aberdeen lifeboat.



GERMANY—A HOLD-UP OF RUSSIAN BARGES IN BERLIN BY THE BRITISH: The canal and river in Russian-occupied Germany has been virtually crippled owing to this action. The barges have been held up at canal locks while British Military Police make minute checks on documents—a reprisal for similar Soviet tactics at the East-West German borders.

CANADA—FLYING MEN AWAIT RESCUE FROM THE LABRADOR WILDERNESS: Sixteen men who parachuted from a B.50 bomber which crashed on September 21 await rescue from their improvised camp site after being located by a search plane.

A BRITISH MIDGET SUBMARINE IN AMERICAN WATERS

BRITAIN'S MIDGET SUBMARINE X.E.7 CRUISING IN HAMPTON ROADS, VIRGINIA, DURING OPERATIONS WITH UNITS OF THE UNITED STATES NAVY: The X.E.7, a development of the midgets which attacked the German battleship "Tirpitz" in 1943, has joined the United States Navy for exercises and demonstrations, having been shipped to America aboard a larger vessel. Details of the performance of this five-man submarine are, of course, a closely-guarded secret. The reason for X.E.7's visit to America is because British submarine technique is generally acknowledged to be in advance of anything attempted by the navies of other world powers. The Japanese also used such craft at Pearl Harbour early in the war.

THE END OF A MORNING'S WORK IN AMERICAN WATERS: This picture was taken from the parent ship as the X.E.7 came alongside. Two of the members of the crew are standing near the "Control Stick". The three other men are below decks. They are the Engine-room Artificer, the Leading Electrician's Mate, and the Stoker Mechanic.

THE BRITISH SUBMARINE SURFACES AFTER MAKING A DIVE NEAR THE AMERICAN COAST: The ensign was apparently not secured before submerging. Britain has now been using midget submarines for seven years, the first reference to them having been contained in an Admiralty announcement of 1943, at the time of the brilliant attack on the Alten Fjord.

WITH THE HOME FLEET

EN ROUTE TO THE MEDITERRANEAN

THE FLAGSHIP OF THE HOME FLEET IN THE BAY OF BISCAY: H.M.S. *Vanguard* viewed from the carrier *Vengeance* as units of the Home Fleet proceeded towards Gibraltar on the annual Autumn Cruise. It was reported that the *Vengeance* had to be dropped from the exercises owing to an engine-room defect, but three days later it was stated that no such report had been received in London. *Inset on left*—Viscount Hall, First Lord of the Admiralty, and Admiral Sir Charles Lambe, aboard the *Vengeance* off the coast of Portugal

THREE CRUISERS OF THE HOME FLEET SAILING SOUTH TOWARDS THE SUNSHINE: The *Swiftsure*, a cruiser of 8,000 tons and the only member of her class, the *Devonshire*, which is now a cadet training ship, and the *Cleopatra*, of the Dido class, seen in close company somewhere in the Bay of Biscay. *Cleopatra*, which was completed in 1941, took part in many shore bombardments in the course of the Second World War. She was built by Hawthorns and completed in 19

E GOES IN TO LAND ON THE FLIGHT DECK OF THE AIRCRAFT-CARRIER "VENGEANCE": The peration was viewed from the deck of the destroyer *Crossbow*, whose forward gun turrets re seen in the foreground of this picture. *Crossbow*, listed as an anti-submarine destroyer, belongs to the Weapon class. She was completed in 1948

ORTING DESTROYER SEEN FROM THE FLIGHT-DECK OF THE "VENGEANCE": The carrier's deck is icked with Firefly and Seafury planes, all ready to take-off at quick notice. This was a day with a heavy sea mist when flying operations were strictly limited

FLYING OPERATIONS ABOARD THE LIGHT FLEET-CARRIER "VENGEANCE": *At top*—A Seafury taking off from the deck of the warship as the Home Fleet carried out anti-submarine exercises off the Spanish coast. *Second from top*—A Firefly coming in to land on *Vengeance*. In the background is the escorting destroyer H.M.S. *Agincourt*. *Second from bottom*—A Firefly touching down. *At bottom*—A Sea hornet dropping newspapers aboard *Vengeance*. Of recent weeks *Vengeance* has been constantly in the news. Before her departure from Portsmouth it was announced that sand had been found in the machinery and sabotage was at once suspected. An Admiralty official later declared: "A small quantity of sand was found in the lubricating system of the carrier's main machinery. It was detected in the filter arrangements. This may have been due to an accident, but investigations are being made

BUSY DAYS IN THE AMERICAN YARDS

SCENES OF ACTIVITY AS THE UNITED STATES NAVY PREPARES MORE SHIPS FOR SERVICE

U.S.S. "NEW JERSEY" IS MADE READY FOR ACTIVE SERVICE WITH THE FLEET: The United States' 45,000 ton battleship is brought out of "mothballs" at Bayonne, New Jersey, after being laid up for some time. A cocoon is here seen being raised from a 40 mm anti-aircraft gun turret. In the foreground are some of the vessel's sixteen inch guns, constituting her powerful main armament.

AMERICAN AID FOR FRENCH INDO-CHINA: The 15,000 ton French Aircraft Carrier "Dixmude", leaves San Francisco for the Alameda naval air station where she will embark war 'planes for French Indo-China. Reports have stated that a general offensive by the rebels is imminent.

AMERICA'S POWERFUL NEW AIRCRAFT CARRIER AT BROOKLYN NAVAL YARD: The U.S.S. "Oriskany", first Essex Class Carrier to join the U.S. fleet since November 1946, has been named after the battle of Oriskany, bloodiest of the American Revolution, which was fought in a wooded ravine about three miles from the present village of Oriskany, New York, in 1777. Construction on the new carrier was delayed owing to a proposed change in design. The modifications were to enable her to operate bigger aircraft, probably of jet type.

RICA REFITS HER "MOTHBALL" FLEET—U.S.S. "NEW JERSEY" UNDERGOING REACTIVATION WORK AT THE ANNEXE OF THE NEW YORK SHIPYARD: The "Iowa" class Battleship seen from the U.S.S. carrier "Mission Bay" during the last days of September. The Battleship is 861 ft. long with a beam of 108 ft. Her normal complement is between 2,600-2,700. She was laid down at the Philadelphia Navy Yard in 1940 and completed in 1943.

U.S. NAVY'S NEW UTILITY HELICOPTER—THE SIKORSKY HO4S WHICH HAS NOW JOINED THE FLEET: The HO4S is powered by a Pratt and Whitney aircraft, 600 h.p., wasp engine which turns a main rotor with a blade tip diameter of 53 feet. It has a maximum load capacity of over 2,000 pounds while the range is said to be more than 400 nautical miles. The helicopter has provision for folding its main rotor-blades compactly so that the machine is able to fit the lift of any aircraft carrier to which it is assigned.

PERSONALITIES
IN THE WORLD NEWS
LEADERS IN POLITICS, INDUSTRY, AND THE CHURCH

BRITAIN'S FOREIGN SECRETARY ON THE U.N. ROSTRUM: Mr. Ernest Bevin speaking at Flushing Meadow, New York, where he urged that the United Nations must resist any aggression "with force".

ANEURAN BEVAN ADDRESSES A LABOUR RALLY: The Minister of Health speaking at the Metropolitan Theatre, Edgware Road. This week Mr. Bevan went down to Margate to take his usual prominent part in the Labour Party's annual conference.

BRITAIN'S STEEL CHIEF: Lt. Col. Steven James Lindsay Hardie, appointed Chairman of the Steel Board to control the newly nationalised industry. Lt.Col. Hardie will resign all posts to give full time to his new job.

A MINING MAGNATE RETIRES: Left to Right—Sir Ernest Oppenheimer, the South African "diamond king"; Mr. Alfred Chester Beatty Senr., the Anglo-American mining chief; Mr. Chester Beatty Jnr.; Sir Dougal Orme Malcolm K.C.M.G., Chairman of the British South Africa Company; and Mr. William Selkirk, Vice-Chairman of Selection Trust. They were at the dinner given at Claridges by Selection Trust to mark the retirement of Mr. Beatty Sen

PAUL HENRI SPAAK IN LONDON: The President of the European Assembly seen at a press conference which he gave at Church House, Westminster, on the subject of European unity. M. Spaak has been involved of recent months in the Belgian Constitutional crisis, his part in which was so criticized by the monarchists.

THE RESIGNATION OF MR. LEWIS DOUGLAS: The American Ambassador to the Court of St. James' for the past three and a half years, seen in Washington after the announcement of his retirement which had been decided upon in a talk with President Truman. Mr. Douglas decided to retire largely on the grounds of ill-health.

THE NEW BISHOP OF ST. ALBANS: The Rt. Rev. E. M. Gresford Jones on his way to the Cathedral Abbey Church for his enthronement. The new bishop was at one time primarily connected with the Church of England Youth Council.

THE BLUECOAT BOYS AT THE MANSION HOUSE: D.R.W. Silk, Senior Grecian, receiving his guinea from the Lord Mayor of London when boys of the Bluecoat School visited London for their traditional church service in the city. The reception at the Mansion House followed the service.

A MAQUIS PREPARED IN ADVANCE

The French Ponder a New Approach to the Problems of National Defence

By FERDINAND TUOHY

How far are we travelling from those days when soldiers caught leave trains at Victoria Station and after a routine Channel crossing and journey to railhead reported back in the line—sometimes in the same trench sector they had left eight or ten days before ! I haven't so much the phony war in mind, as 1915-17, which to-day has a distinct Crimean flavour though it was " modern war " at the time.

It was so modern by present lights that when someone once suggested trying to deceive the enemy at a crucial juncture by running quantities of transport up and down a main road so that the activity and dust might cause hostile observers to report at least one division being moved, the would-be helper was quelled with—" This is a war, young man, not a blankety comic opera ! "

Rather is this the kind of ruse we are now arrived at : " In a crucial sector G.I.'s held their fire because troops, dressed in American uniform, advanced towards them in groups, talking and laughing and not attempting to take advantage of available cover. They turned out to be North Koreans who walked through the American lines and mounted machine-guns in the rear ".

from the top down, is in no state to create such a force organised with tanks, heavy guns and heavy transport on the classic scale, within so short a time.

The army numbers currently about 500,000 men. But of these, 150,000—none of them conscripts—are fighting in Indo-China. About 230,000 are conscripts at home or in N. Africa. The latter total will shortly be increased by extension of military service to eighteen months, but it is argued that this fresh intake of raw recruits will only aggravate the danger during the next crucial twelve months or more.

Very bluntly the critics aver that well over half the officers and N.C.O.'s needed for training are in Indo-China, and what are you going to do about that ; and that of the balance only the junior officers are battle-trained and up to class. It is stupid and asking for a repetition of 1940 (so runs the argument) to pour all French energy into creating so many divisions against time, when there's no guarantee that they'll be adequately weaponed and trained.

What requires to be done—and right now—is to " re-think " the entire national military doctrine.

THE LEADERS OF THE FREE POLISH GOVERNMENT : Seated (Left to Right) members of the Free Polish Government in London. S. Sopicki, newly appointed Minister of Finance : Dr. M. Sokilowski, newly appointed Foreign Minister : General Dr. R. Odzierzynski, the new Premier : August Zaleski, President of the Free Polish Government : George Hryniewski, newly appointed Minister of Interior : and Z. Rusinek, newly appointed Minister of Affairs of Polish Citizens Abroad.

Maybe that is what the Bereitschaften (East German " Alert Squads ") would try to do if they found themselves opposed to West Germans equipped for partisan war only—or as regular contingents for that matter. Wasn't Scarface Skorzeny up to much the same game at the head of his hundred-odd American-uniformed huskies at the Battle of the Bulge ?

We had better be prepared for all manner of alarums and novelties, away beyond the Nazis' brass band spellbinding of Oslo one May morning and the subsequent Blitz disarray in the West. There was nothing then to compare with Order No. 4 of the Stalin party in France : " Accelerate the Party's clandestine organisation, its commandos and their weapons ". M. Jules Moch revealed that one shortly after leaving the Ministry of the Interior. This strongwilled Jew is now Defence Minister and at the centre of a debate or discussion closely allied to his own revelation.

The question is not : Should France break away from her role of raising vast conscript armies ? Such is completely a thing of the past, giant millstone and risk combined. M. Moch himself expressed the view in New York that twenty armoured divisions of to-day were the equal of 150 of the divisions fielded in 1939. And twenty divisions are what he says he will raise inside three years if the proper equipment and requisite finance are made available by the Americans . . . . and if the Russians give him time !

But here come knowledgeable French soldiers who say it cannot be done and should not be attempted. They point out that the Allied force needed for the defence of Western Europe has been computed at fifty divisions and that France would thus be expected to provide rather less than half of this total. They assert that the French Army,

The thing to do is to think out " interim dissuaders " to cover the times immediately ahead, not to chase after the Russians' irretrievable superiority in conventional weapons. The thing to do is to bank more on the unconventional in warfare at the expense of the orthodox. For one thing, it will come much cheaper, and the French Government has warned that " monetary stability, a balanced budget, and the maintenance of a reasonable standard of living must be considered as one of the main elements in the defensive potential."

What will come much cheaper ? Why, a " national maquis," of course ! A " commando army ". The classic force-in-line holding the frontier has been ruptured in three successive invasions from the East. Why ask for the same thing over again ? Why not dedicate at least some of the time and money to making one's own homeland such a snare and curse to any invader, that he'd think twice and thrice before risking being pinned down in it ?

Why not bring now to the Kremlin's attention the historic examples of Spanish resistance to Buonaparte, Yugoslav resistance to the Germans, North Chinese resistance to the Japanese, to say nothing of goings-on in France during 1943 and 1944 ?

It is interesting to note that the principal exponent of the case for a " national maquis " prepared in advance of war, the only guerrilla force ever to be so officially sponsored (or so it is claimed), has been writing in the Catholic monthly *Esprit*, under the pen name of " Colonel X ".

Whoever he is, he knows his French army, and ineluctably one thinks back to that other French Colonel who sixteen years ago wrote it all out in book form—what France should do to beat off the Germans—only for the French powers-that-were to turn him down, and the Germans to adopt De Gaulle's conception of the lightning armoured phalanx for their Blitzkrieg.

May it be hoped that those just now working on the texture of a European, if not, indeed, an Atlantic Army, will not reject " Colonel X's " idea without the most expert scrutiny. It comes down to the formation of a new-style army, built around 100 or 200 battalions of 500 to 600 men each. These would be trained in the tactics of the British commandos, the American " Ranger " units, and the former Maquis itself, and scattered over France.

They should be armed with hand-guns, bazookas, machine-guns, mortars, rockets, and provided with hand explosives. Special weapons should be developed for them, and in particular their anti-tank technique should be perfected. All ranks should be capable of being airborne and parachuted and the proper light arms and transport planes for these purposes would be on establishment.

The idea is to prepare such a Maquis *now*, with its interior redoubts, radio network, caches of arms and provisions. All this could be done much more easily *now*.

Present military theoreticians are held to be unrealistic : " It is symptomatic that army discussions still hinge on infantry infiltration, the quality of Maginot Line concrete, the use of tanks in delaying action, or infantry defence in depth—but never on problems of the Maquis, the technique of profitable sabotage, the art of the knife-in-the-back or the sugar in the petrol ".

And proponents of a national Maquis *now* go on to claim that such a guerrilla structure would be little open to the kind of political sabotage with which the Stalinists are trying to poison what there is of a French army ; such an obvious army of pure defence, imaginatively and thoroughly fitted out, might prove the straw that weighed the Kremlin's scales against overrunning France !

Mention of the Maginot Line may recall an article on the subject in this page earlier in the year. The French Defence Ministry has now admitted the facts. " We don't necessarily expect to have to use it as a defensive line, but it is certainly very valuable as a means of shelter," at first sight tends to bear out " Colonel X's " indictment of methods and minds appertaining to 1940, at best to 1945. The statement may, however, actually point the other way.

What more natural than that these sixty miles of galleries, at many points sinking hundreds of feet below the surface, should be drawn into any scheme which may be afoot to defend France in a new manner, should she again be attacked and her territory either partially or totally occupied ?

To go one farther, may not Defence Minister Moch's plans to rearm the Gendarmerie and Republican Guard so that they shall be able to take on parachutists and saboteurs, and his creation of a Home Guard composed of reservists from the older conscript classes . . . . may not each of these moves announced as M. Moch left for New York be in the same line of thought as the demand for a more unconventional treatment of the home defence problem ?

There is no doubt whatever that an almost nationwide revulsion exists in France to the creation of yet another Verdun or Maginot army of the classical model, taking to the frontier as a force-in-line. Even if it could be afforded, and there were time for it, the feeling is that the French have had too much of that kind of thing knocked out of them. The popular sentiment outside the Stalinists is best construed as a longing to get some defence system in which one can believe, if need be by radically re-assessing the tools and weapons of war.

If a national Maquis prepared beforehand were proved to be better value than several of those divisions M. Moch speaks about, then there would certainly be a spurt of interest in the unconventional as defensive means. I imagine I have given the principal points in favour, to which may be added, that if the French have now got to " think Atlanticly ", such a trained Maquis would be reaching out to all and any who should come from overseas.

Yet there, precisely, you run up against one of the several severe strictures passed upon the scheme. The French, you are told again and again, are fed up with being liberated, and such a national guerrilla force would be inviting back that very mentality. Moreover, to station commandos in the farthest corners of the country, ready to harry an invader, would be to out-Maginot the " Maginot Line " mentality which fatally glued a former French army.

Other strong objections are that a national Maquis would inculcate criminal habits and even a measure of anarchy before the event, and bring cruel suffering and penalties to the civilian inhabitants, were it ever to operate in war. Where the " antis " believe they win finally is when they stress that a Maquis can function successfully only when tied to a massive classical force-in-line ; and that the French have got to supply most of this, not the Americans, if France is to continue to be heard in the world.

Nevertheless, and strong as the case " against " may sound, my own belief is that something like a national Maquis will be evolved, or evolve itself, to meet the special French case, and precious little more said about it. Perhaps nothing like in the numbers and importance adumbrated by " Colonel X ", but still—the first guerrilla force ever to be officially sponsored in advance of war.

CARDINAL SPELLMAN IN LONDON

Commemorating the Centenary of the Roman Catholic Hierarchy in England

CARDINAL SPELLMAN PRESIDES AT THE ROMAN CATHOLIC CATHEDRAL OF WESTMINSTER: During the week of celebration seven Cardinals had arranged to take part in various services throughout England. In his address at Westminster, Cardinal Spellman said that a lasting peace must be built by strong, loyal united nations

COMMEMORATING THE CENTENARY OF THE RESTORATION OF THE ROMAN CATHOLIC HIERARCHY IN ENGLAND AND WALES: Cardinal Spellman of New York presides at a Pontifical High Mass

AN EXHIBITION OF THE ROMAN CATHOLIC CHURCH IN ENGLAND IS OPENED AT CHELSEA: Archbishop Masterson of Birmingham, who performed the opening ceremony, addresses the gathering at the Chenil Galleries. Seated next to him is the Roman Catholic Bishop of Southwark, Mgr. Cyril Cowderoy. The Roman Catholic Hierarchy in England became extinct in 1585 and it was not until 1850 that the Diocese of Westminster was established as the Metropolitan See in this country. The exhibition depicted in a series of illustrated panels, a history from Roman times until 1850. A mitre worn by St. Thomas of Canterbury was loaned by Cardinal Griffin

THE SCENE WITHIN THE ROMAN CATHOLIC CATHEDRAL DURING THE PONTIFICAL HIGH MASS: Looking towards the High Altar where the Mass was celebrated. The cathedral was designed by J. F. Bentley and the foundation-stone was laid on St. Peter's Day in 1895. The consecration took place in 1910. It is the principal Roman Catholic Church in England and is the seat of the Roman Catholic Archbishop of Westminster

DRIFTERS DISCHARGING THEIR CATCH OF HERRING AT ULLAPOOL, WESTERN ROSS, CHIEF PORT OF THE HERRING FISHERIES IN THE MINCH : Ullapool was built as a fishing port in 1788 by the Fisheries Association. It has had its ups and downs as a fishing port. In 1913 the herring deserted the Minch, but thirty-four years later they were back there in record numbers

HERRING HARVEST in the MINCH

Ullapool, the Centre of a Thriving Industry

In the North Sea and around our shores herring yield to fishermen the most abundant and unabating harvest, their landings from these waters being almost three times the tonnage of all other fish caught.

Yet herring are fickle at times, defying the craft and intuition of the veteran fisherman and the remarkable skill of his present-day scientific helpers. Those marine-research biologists can give good information and guidance about herring shoals: how they follow drifting plankton, which is their food, and how they can be detected on echo sounders.

But all this craft and science does not bring the herring shoals within economical reach of all our ports, and recently there have been poor landings at our north-eastern ones and bumper harvests to the west, particularly in the Minch. In 1913 herring deserted the Minch waters, but just as inexplicably returned thirty-four years later, and after them came the drifters and ring-net boats to crash through rough seas with heavy catches to the old fishing ports suddenly come to life again. To Ullapool, Gairloch, Lochinver and Kinlochbervie, with fleets of lorries from the far-distant railways and east coast ports racing through wild and beautiful Western Ross and Sutherland to meet them; for this is fresh food—for the table, the pickle-curer and kipperer—and must be cleared from the ports immediately on landing.

Ullapool is the centre of this activity and from here the Fishery Board's representative controls each port's landings, and, incidentally, the herrings' despatch to the great kippering factories and curing stations.

THE FISHER GIRLS OF ULLAPOOL: The girls at work gutting the catch and packing it in barrels filled with brine

Ullapool was built as a fishing port in 1788 by the Fisheries Association, and they chose the long, narrow spit of land, which stretches halfway out across Loch Broom, for the site of their sturdy stone houses and warehouses, thus adding to the natural breakwater which gives safe anchorage in this great, deep, sea loch.

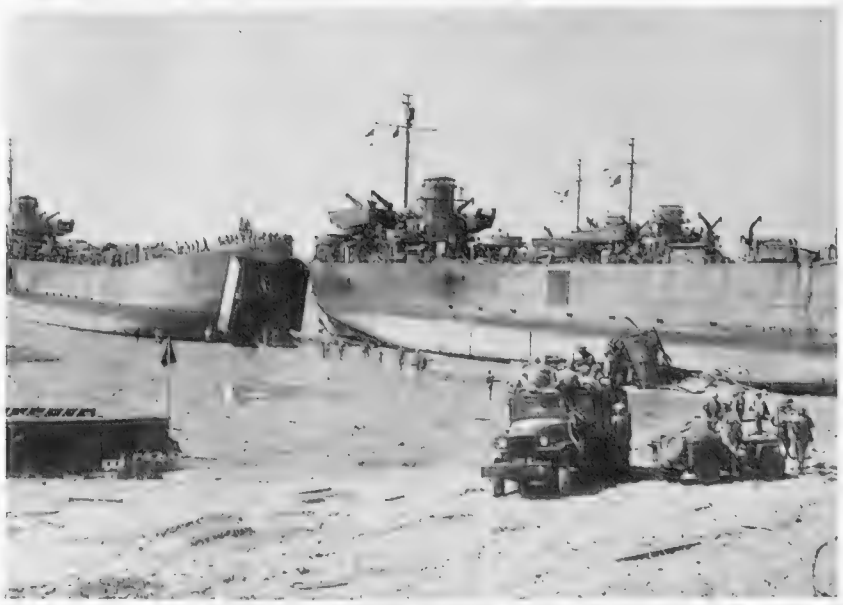
To see it on a sunny day in the clear shine peculiar to the West Highlands the deep loch is intensely blue, the houses pearly white, the nearby hills vividly green and the distant mountains rich hyacinth blue. In the brilliance of this setting is a living scene of intense activity: the boats at the quay, ring-net boats agleam in varnish and drifters bright in their many colours.

PICKLE-CURERS UNLOADING THEIR HERRING ON THE QUAY AT ULLAPOOL: Kippers and pickle-cured Matja herring make a useful and increasing dollar export, while other grades of salted herring go to Continental countries, the largest consumer being Germany

KOREA: THE VITAL PHASE

WOLMI ISLAND, WHERE THE MARINES INVADED ON THE WEST COAST

WOLMI ISLAND, THE SCENE OF THE INVASION ON THE WEST COAST OF KOREA, WHERE THE AMERICAN MARINES CONSOLIDATED THEIR POSITION AFTER THIRTY MINUTES' FIGHTING: This aerial view of Wolmi shows how the wooded island is linked with Inchon (in background) by a causeway. Once the Marines were safely ashore at Wolmi the invasion craft were diverted to the causeway. The Americans then headed for Kimpo Airfield, which was soon secured and in operation, and then began the two-pronged advance, north-eastwards to Seoul.



LOW TIDE AT WOLMI ISLAND—MARINES COMING ASHORE TO CONSOLIDATE AFTER THE FIRST WAVE HAD GONE IN: *Left*—A vehicle loaded up and a battalion commander's jeep seen after leaving the L.S.T. in which they were brought to the invasion shore. *Right*—Marines landing on the floating pier. The tide at Wolmi sinks with great rapidity, and this made the timing of the invasion a matter of prime importance. The first troops were put ashore 150 miles behind the Naktong line

D-DAY ON THE WEST KOREAN COAST—LANDING-CRAFT CIRCLING ROUND A TRANSPORT BEFORE TAKING ON MARINES OF THE FIRST DIVISION AND STRIKING OUT FOR THE S IN A VAST AMPHIBIOUS OPERATION TIMED TO THE MINUTE: The Allied Armada consisted of 262 ships, including a number of units of the British Navy. Before Marines went ashore there was an intensive bombardment by the cruisers, which poured thousands of shells into Wolmi against the battery positions which had alr been identified: 23,000 men of the First Marine Division went ashore on D-Day, and they were followed by 17,000 others within forty-eight hours. Within a it was stated that another 60,000 troops were in the beachhead. General MacArthur announced the recapture of Seoul eleven days after the invasion

FOXHOLE HUNTING IN THE HILLS ROUND INCHON: Men of the Second Engineers, United States Army, pouring blazing petrol into a dug-out to root out Communist troop known to be in hiding. The state of the enemy morale round Inchon and Kimpo Airfield did not prove to be good, although here and there there was some intensi fighting and resistance stiffened in the subsequent battle for Seoul. The remaining pockets of resistance in the Capital were subjected to heavy bombardme

AN AMERICAN TANK LANDS ON THE SHELL-BLASTED SHORES OF WOLMI ISLAND : The trees have been laid bare by the tremendous volume of fire poured in by the invasion fleet in the bombardment preliminary to the landings. On the right a group of Marines is seen rounding up a few remaining North Koreans who had taken shelter in foxholes as the Americans poured in. While these operations were going on General MacArthur had come close inshore to watch the progress of his men

KOREA: THE VITAL PHASE

Further Pictures from the Invasion Shore

Below—

AMERICAN TANKS STANDING GUARD OVER KIMPO AIRSTRIP : Within a few hours of this picture being taken Kimpo was in full operation with men and supplies pouring in from Tokyo. In the foreground on the left are the remnants of a Russian-built Yak fighter

BUILDING THE TEMPORARY HARBOUR AT WOLMI ISLAND : A bulldozer being used to level ground in order to prepare a proper anchorage for the shore approach from the floating pier. The task was complicated, as much of the ground had been churned up by intensive artillery fire in the hours preceding the invasion

LOW TIDE AT INCHON BEACH : At first it was feared that the 30-ft. tides that prevail round Inchon would be a handicap to amphibious landings, but they turned out to be an asset. Landing-craft were run close in on the soft mud at high tide and were refloated without trouble at the next high tide. The tides at Inchon are the second highest in the world, the highest being in the Bay of Fundy

MEN AND AMMUNITION POUR INTO WEST KOREA

THEY CAME TO BAR THE COMMUNIST RETREAT: Infantry of the American Seventh Division seen after landing at Inchon in one of the later waves of the west coast invasion. While the First Marines pushed on towards Seoul, it became the task of this Seventh Division to push south-east towards Suwon, and then attempt to form a junction with the American troops pushing out of the bridgehead near Taegu and Waegwan. The Seventh reached Toksan and Anyang in quick time, and, with the fall of Suwon, they had avenged at least one major defeat of the campaign

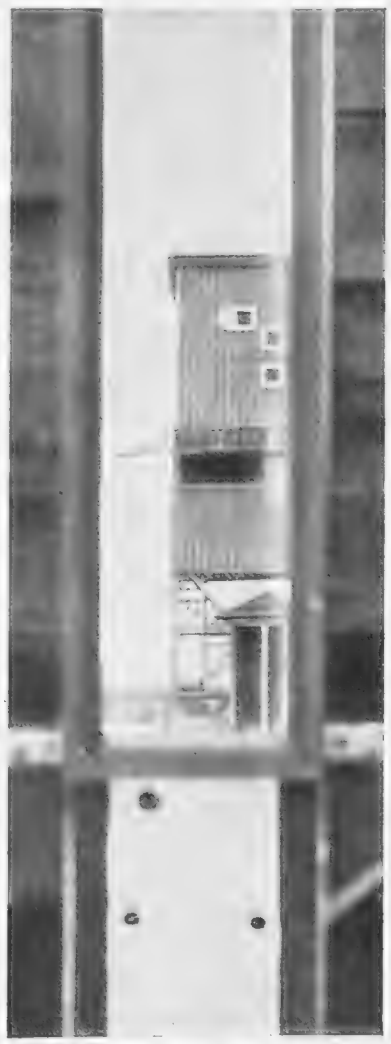
Below—**AMMUNITION IN THE BEACHHEAD AT INCHON:** A truck being loaded from one of the dumps which were established after the invasion

BATTLING OUT THE FINISH OF THE MELBOURN STAKES : The first close finish to be decided in this country by the new double-camera and mirror photo-finish system is this thrilling climax to the Melbourn Stakes at Newmarket. On left, Mrs. Robin McAlpine's Royal Oak IV, ridden by E. Smith, is winning by a short head from Lord Astor's French Squadron (on right), ridden by Gordon Richards. Richards is seen without his whip, having dropped it 20 yards from the finish. In centre is Mr. A. D. Wimbush's Come to Good, ridden to third place by Cliff Richards, only a neck behind French Squadron. All three horses are entered for the Cesarewitch

ALL DONE BY MIRRORS

The New Photo-finish Equipment at Newmarket Provides a New Measure of Certainty

Since the photo-finish camera was adopted on British racecourses it has solved a host of problems, but by no means all. The judge, when calling for a photograph, can still make mistakes. There are tricks of the camera that are accentuated on a wide course like Newmarket. Now the double camera and background mirror installation, which has been tried out with great success at Newmarket, ensure a clear picture of the whole field as the horses pass the post. The picture below shows how it decided the issue in the Isleham Maiden Stakes.



THE MIRROR INSTALLATION ON THE COURSE AT NEWMARKET : These two views show the equipment inset into the finishing post, and thus presenting the camera with a reverse picture, in addition to the obverse picture normally obtained. As a result, errors in judgment in assessing photo-finish pictures should be practically eliminated, particularly on wide courses, where trouble often occurs

HOW THE NEW BACKGROUND MIRROR HELPED NEWMARKET JUDGES TO PICK THE THIRD PLACE IN THE ISLEHAM MAIDEN STAKES : Lord Rosebery's Auld Alliance (nearest camera) was given the verdict. Gloomy Gossip (E. Smith up) was in the middle of the three, and Silver Domino (R. Fawdon) in the background. Beyond lies the mirror reflection of the three horses and their riders

THE CRESWELL COLLIERY DISASTER

EIGHTY MINERS DIE AFTER BEING CUT OFF BY THE FLAMES

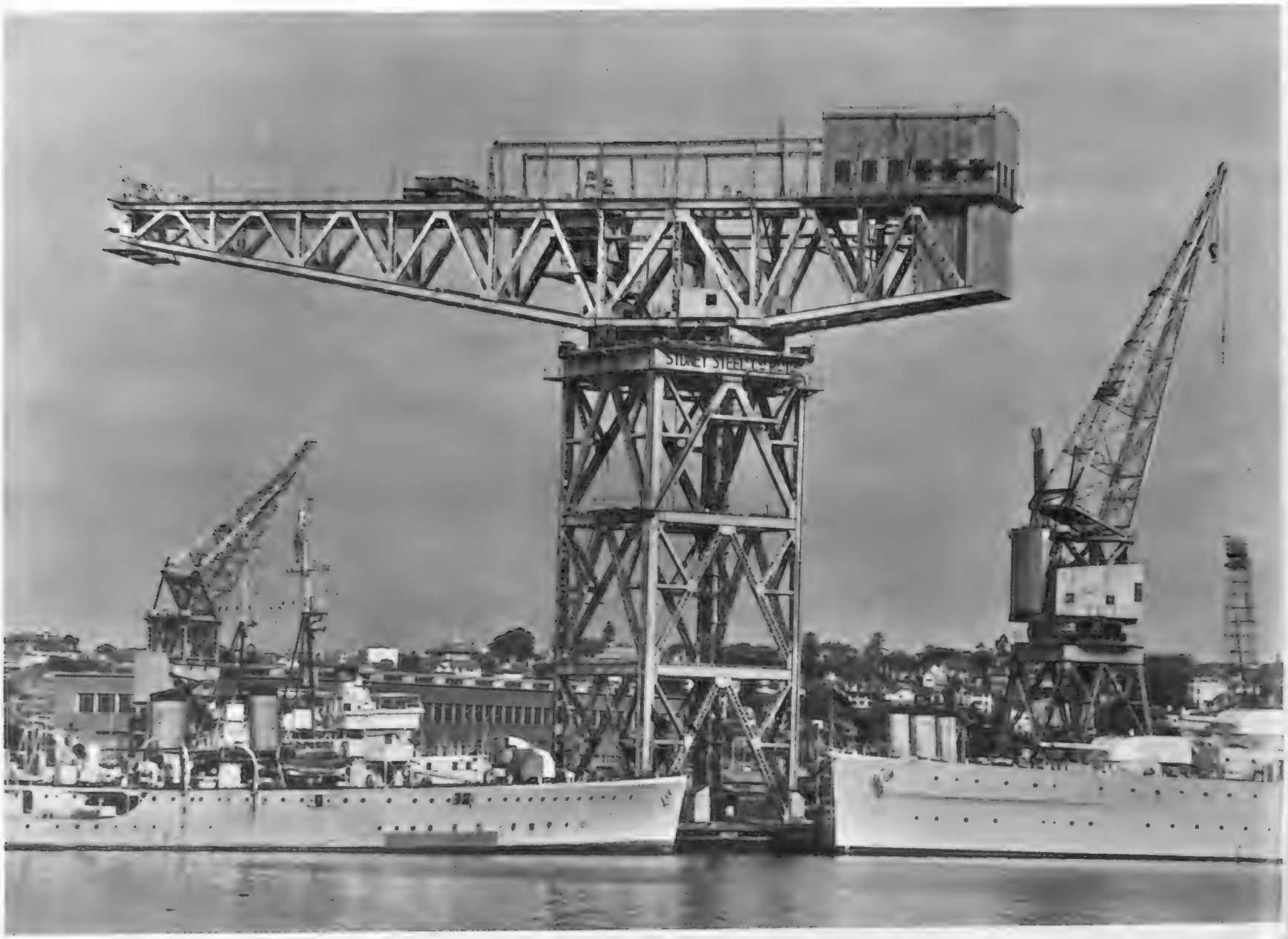
WAITING FOR NEWS AT THE PITHEAD—RELATIVES OUTSIDE THE MINE OFFICES AFTER A DISASTROUS FIRE HAD BROKEN OUT AT THE CRESWELL COLLIERY, NEAR WORKSOP, NORTH DERBYSHIRE: Eighty miners on the early-morning shift lost their lives when they were cut off by a fire which broke out on a conveyor about a mile from the bottom of the pit shaft. Six rescue teams tried in vain to control the blaze, and at one time they fought their way to within 80 yards of the trapped men. After seven hours of rescue attempts it was decided to seal off the section of the pit involved in the fire. After visiting the colliery the Minister of Fuel and Power ordered an immediate public inquiry

THE TRAGEDY AT THE CRESWELL PIT

The Rescue Teams Go Down, and the Relatives Wait for News of the Trapped Men

Top left—WIVES, RELATIVES AND FRIENDS OF THE TRAPPED MINERS WAIT AT THE PITHEAD FOR NEWS : The sense of tragedy is conveyed by this picture taken at the pithead outside the offices of the Creswell Colliery, near Worksop, as the rescue teams fought below ground to bring out their trapped comrades. *Left centre*—RESCUE WORKERS EMERGING FROM THE PIT AFTER A LONG AND FRUITLESS SPELL BELOW GROUND : At one time the rescuers fought to within 80 yards of the trapped men, but they were turned back by the intense heat. *Bottom left*—THE CROWD JOIN IN PRAYER : Relatives and friends bow their heads after hearing that all hope had been abandoned for the eighty men

Top right—A COMFORTER IN TIME OF NEED : A Salvation Army lass handing out cups of tea at the pithead, where so many Creswell folk waited vainly for news that their men had been rescued. *Right centre*—AFTER HOURS OF BACK-BREAKING TOIL BELOW GROUND : Some of the men who worked in the six rescue teams, standing outside the colliery canteen, where they were given hot food after their ordeal. Later many of the men went down again to help with the recovery of the bodies. *Bottom right*—A POLICE OFFICER POSTS THE NOTICE ON THE COLLIERY OFFICE WINDOW, ANNOUNCING THAT ALL HOPE HAD BEEN ABANDONED : Then the people gathered in prayer



A GIANT NEW CRANE RISES ABOVE THE DOCKLAND AREA IN THE PORT OF SYDNEY: Its massive steel framework outlined against the sky, the giant 250 ton cantilever crane at the Captain Cook Dockyard is nearing completion. The nose of its jib is already in position, and it is hoped to have the crane ready for test-loading before the end of the year. It will be the largest crane in the southern hemisphere. In all the British Commonwealth, it is the only one of its kind outside the British Isles. Sir Wm. Arrol and Company, engineers of Glasgow, were the designers, and one of Arrol's men, Mr. A. Creswell, who supervised the construction of the Singapore crane, is there and is acting as supervising engineer.

NEW DEVELOPMENTS IN SYDNEY

A GIANT NEW CRANE AND A POWER STATION IN THE DOCK AREA

THE RISE OF "PYRMONT B" POWER STATION IN THE SYDNEY DOCKS: The new £16,000,000 plant which is being completed in quick time, regardless of expense, in order to help put a stop to the blackout problem which is an increasing menace in this Australian city.

Sydney County Council has asked the State Government and the appropriate Trades Unions to help them speed the building of the new £16,000,000, 200,000 kilowatt power station "Pyrmont B", near the Pyrmont Docks. Power failures due to overloading and worn out plant, have been a serious feature of post war life in Sydney a city which is rapidly becoming industrialised. The County Council have adopted a long term policy to expand plant by 875,000 kw, and "Pyrmont B" in Sydney's dockland will be the first station of its type. In August, as "blackouts" and power cuts reached record proportions, no less than 178 suburbs were cut off for varying periods during day and evening. The State Government has been asked to guarantee uninterrupted delivery of scarce materials to the Pyrmont site where British-built plant delivered some weeks ago is lying idle. As a condition of quick completion of the work the Council has been asked to pay more than £100,000 as compensation for losses already incurred by the contractors. There are nearly one hundred contractors engaged on the Pyrmont work, and the Sydney Council is seeking to get them to agree to the working of overtime, week-end and if possible night time. The contractors have agreed to try and finish the work in "record" time, regardless of expense. The generating plant came from Metropolitan Vickers, Manchester; the English Steel Corporation, Sheffield, and International Combustion Ltd. a Derby concern.

"THE BODY" SLUNG BENEATH THE FUSELAGE OF AN R.F. 61 IS CARRIED TO A HEIGHT OF 35,000 FT ABOVE THE CALIFORNIAN DESERT: At this point the plane drops the gravity propelled model, which is equipped with an experimental pair of wings. As it falls "the body" exceeds the speed of sound and, after burying itself nose first in the sand, it is duly recovered and the instruments within its shell are examined by experts.

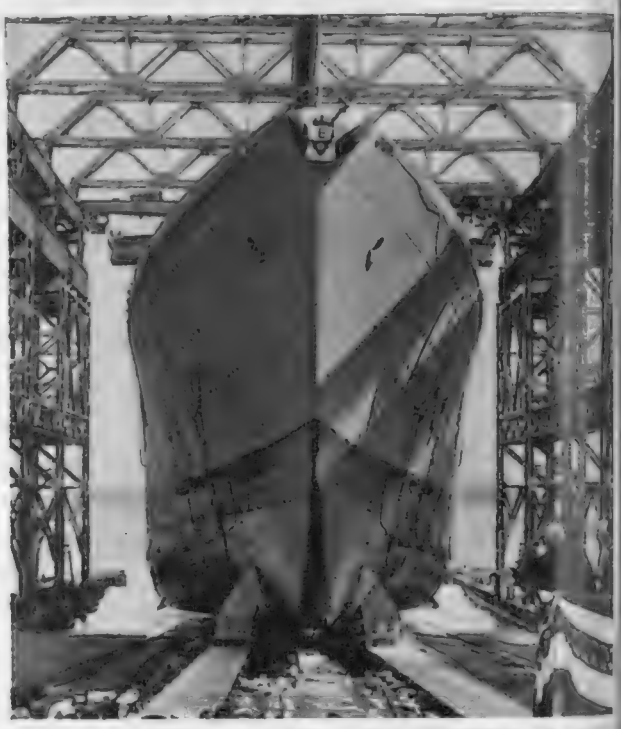
AFTER A DROP OF SEVEN MILES AT A SPEED IN EXCESS OF THE SPEED OF SOUND, "THE BODY" BURIES ITS NOSE IN THE SANDS OF THE CALIFORNIAN DESERT: The gravity-propelled model at "journey's end". In the background can be seen the parachute which slowed up the last moments of the descent, and thus ensured that the model and its instruments reached the ground more or less intact.

'THE BODY' IN A DESERT TEST

What Happens When a Gravity-propelled Model Drops from a Great Height

The American National Advisory Committee for Aeronautics has just reported development of a technique for recovery of gravity-propelled models which, dropped from airplanes 35,000 to 40,000 feet above the earth, are yielding valuable data on aerodynamic problems encountered in transonic speed range. Shackled to the underside of an RF-61 Airplane, a heavily-weighted "body", on which is mounted a set of experimental wings, is carried aloft over the California Desert. "The body" is dropped, exceeding the speed of sound during its descent while instruments within its shell record data on performance of the swept-back wings. Successful recovery of the "body" after a drop of nearly 7-miles is illustrated on left. The descent is checked by automatic dive brakes, and then by a parachute. The "body" is buried nose first in the sandy soil. The wings are found undamaged and the instruments and records they made during the fall can be recovered intact.

THE LUXURY LINER "CONSTITUTION" ENTERS THE WATERS OF THE FORE RIVER AT QUINCY, MASS.: The 26,000 ton vessel being taken in tow by tugs after being launched from the yard of the Bethlehem Steel Company. She is the second of two units in the 50,000,000 dollar passenger-ship building programme of the American Export Lines. This latest addition to the American merchant marine is scheduled to enter service between New York and the Mediterranean on April 24, 1951. Her keel was laid three and a half months after the start of her sister ship the "Independence"



HAILED AS A SYMBOL OF AMERICAN FREE ENTERPRISE: The liner "Constitution" seen as she glided down the slipway at the Fore River yard of the Bethlehem Steel Company.

NEW TONNAGE GOES DOWN THE SLIPS

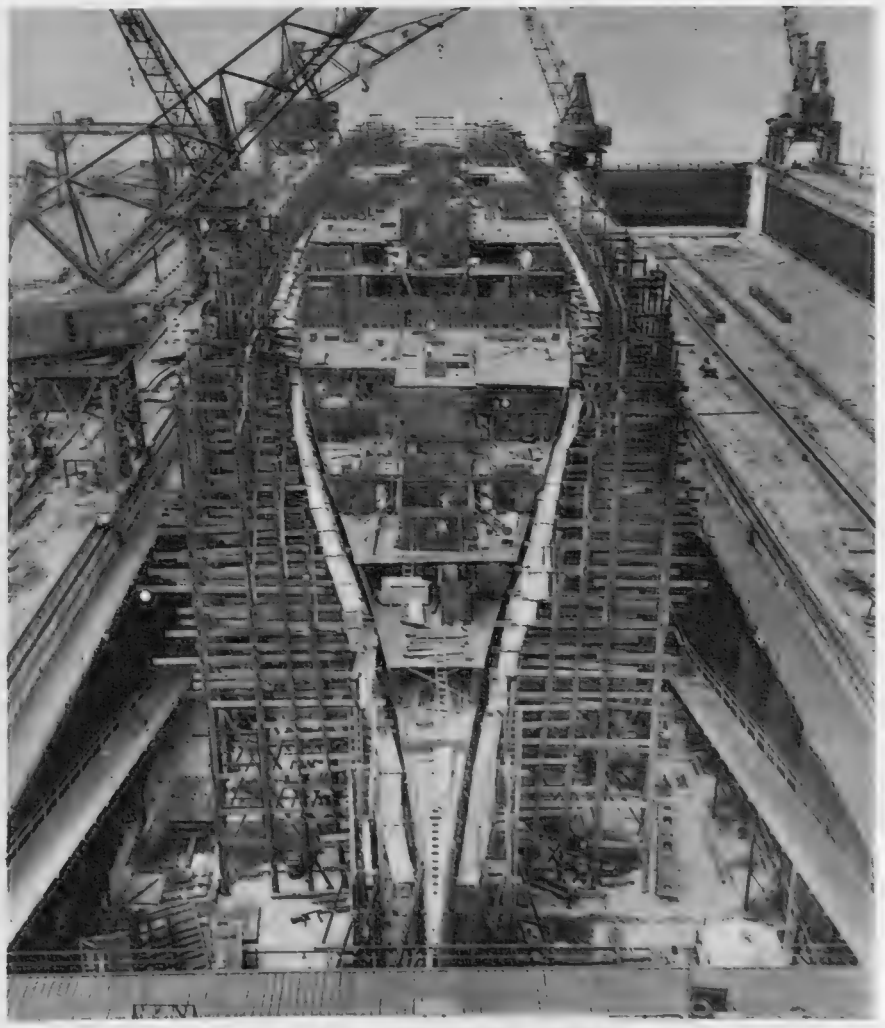
THE LAUNCH OF THE "CONSTITUTION" AND THE "PRINCESS OF NANAIMO"

LAUNCH OF THE 600-TON TURBINE VESSEL "PRINCESS OF NANAIMO": The new ship ready to leave Fairfield's yard at Govan. She will be delivered to the Canadian Pacific Railway Company in the spring of 1951 in good time to take the brunt of the season's work carrying passengers and cars across the Strait of Georgia between the city of Vancouver and Nanaimo, on Vancouver Island. Sister ships, the "Princess Marguerite" and "Princess Patricia", were delivered to the C.P.R. last year. At the launching of "Princess of Nanaimo" it was pointed out that the C.P.R. construction and replacement programme during and since the war had given 20,0000,000 man hours employment in Govan.

GOVAN'S LATEST LAUNCH FOR THE C.P.R.: "Princess of Nanaimo" on the waters of the Clyde after leaving the Fairfield yard. Lady Anderson, wife of Sir John Anderson, a director of the Canadian Pacific Railway, named the new ship.

THE SHAPE OF THINGS TO COME- A SUBMARINE AIRCRAFT CARRIER SEEN THROUGH THE EYES OF A MARINE ARTIST: The carrier, it is suggested, will be about the size of a modern cruiser, and jet planes, bearing atom bombs, would be catapulted from its flight deck. Eight inch cannon and rocket missiles would be included in its armament. Supporters of the submarine might declare that such a vessel could effect surprise in modern warfare, but, with the development of anti-submarine hunter-killer teams, it would seem likely that a submersible vessel of such dimensions would be a highly vulnerable target.

THE LARGEST SHIP BUILT IN THE FAR EAST SINCE THE SECOND WORLD WAR: The 7000 ton cargo and passenger vessel "Anshun" entering the water at the Taikou Dockyard, Hong-Kong. Built for the Butterfield and Swire fleet the "Anshun" will join her sister ship, the "Anking", on the China coast and Malaya run for the China Navigation Company. The first S.S. "Anshun" was sunk by a Japanese cruiser in Milne Bay in 1942. The new vessel will carry 40 first class passengers and 1000 deck passengers in addition to general cargo.



SHE WAS TO HAVE BEEN AMERICA'S CHALLENGE TO THE "QUEEN" LINERS: The S.S. "United States" on the stocks of the Newport News Shipbuilding and Drydock Company at Newport News, Virginia, where she is now rapidly approaching the launching stage. The liner will emerge as a troop transport capable of carrying 12,000 soldiers, and the original plans for a luxury liner have been set on one side at the Government's order.

WITH THE MONKS OF LERINS

THE CISTERCIANS AND THEIR RIVIERA MONASTERY

THE MAIN ENTRANCE TO THE CISTERCIAN MONASTERY OF LERINS: The monastery, built in the nineteenth century beside the remains of the famous fortified monastery of earlier days, lies off the coast of Provence at the tip of the headland of La Croisette and near the fashionable resort of Cannes. The monastery derives much of its income from the sale of wine and liqueurs, and the output has now been brought up to the pre-war figures. The monks of Lerins, together with the large body of Lay brethren, care for their own vineyard and they have an up to date winery and distillation plant. The mornings are spent by the Cistercians in prayer and meditation and the afternoons in work. Speech is forbidden except during certain periods of the day. Saint Honorat, the original founder of Lerins Monastery, is said to have offered up prayers which rid Lerins of its great plague of snakes. Thereafter Lerins attracted to its shores some of the most saintly figures in Europe.

TWO OF THE LAY BROTHERS AT WORK WITHIN THE PRECINTS OF LERINS: On the left a Lay Brother is seen sowing sacks in the wine pressing room, and on the right an elderly Lay Brother is clearing away pewter plates from the dining hall. The Lay Brothers are not Priests, but have the status of monks whose task it is to do the manual work of the monastery. They follow the rule of St. Benedict, like the Fathers, and are treated by them as true brothers. The divine office of the Lay Brothers consists of Paters, Aves and Glorias.

THE OLD FORTIFIED MONASTERY OF LERINS: A Cistercian monk from the modern monastery looking out to sea near the remains of the ancient fortified monastery which was built after the Saracens had landed on Lerins and slaughtered many of the monks. This fortified part of the monastery was begun by Abbot Aldebertus in the year 1073. It is built on a rock and surrounded by the sea on three sides. The gate stands more than twelve feet above the ground.

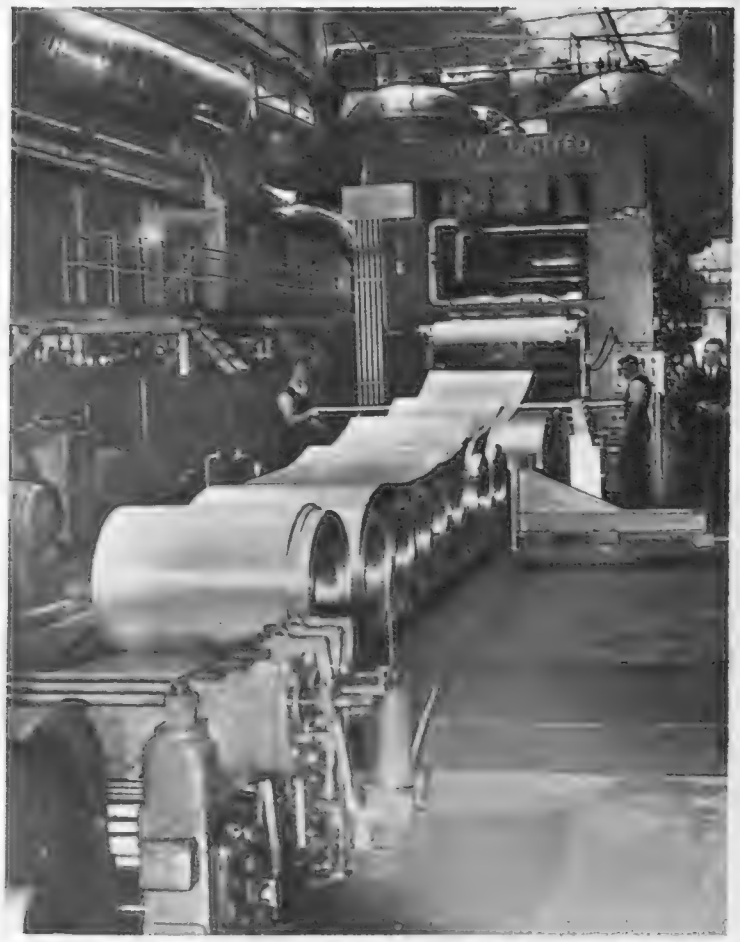
A CISTERCIAN BROTHER WALKS IN ONE OF THE CLOISTERS: The monks of Lerins live according to St. Benedict's rule, somewhat mitigated by the Constitutions of Senanque. This means rising at 3 a.m. all the year round, solemn holidays excepted, when the monks get up at 2 a.m. to chant matins and Lauds. Silence is broken only by three quarters of an hour conversation on Sundays and feast days.

IN THE MONASTERY FORGE: The smith, also a lay brother, at work with hammer and anvil. The repair of gates and fences and garden tools are tasks which fall to his lot.

THE DISTILLERY AT LERINS: Left- Bottles of liqueur being labelled before despatch. Right- A lay Brother making the liqueur which brings such vast profit to the monastery, enabling it to keep going in a world of high prices. The monastery is surrounded by vineyards, covering many acres and the vineyards are well protected by trees on the seaward side.

RIVERS OF ALUMINIUM AND RIVERS OF GLASS

AT THE NORTHERN ALUMINIUM COMPANY AND THE NORTHERN GLASS COMPANY



THE HIGH SPEED PRODUCTION OF ALUMINIUM—A MAJOR DEVELOPMENT IN THE BRITISH LIGHT METALS INDUSTRY: Coils of aluminium being treated in the cold-rolling mill of the Northern Aluminium Company after initial processing on the hot-rolling line. This new plant at Rogerstone, near Newport, Mon., has been erected at a cost of more than £3 million. The capacity of Rogerstone is fifty thousand tons of sheet and strip aluminium per year.

BREAKING DOWN AN INGOT ON THE REVERSING MILL: Ingots weighing nearly two tons and heated to between 400 deg. and 500 deg. Centigrade pass along the hot-rolling line at the new Rogerstone works of the Northern Aluminium Company, extending nearly a third of a mile. Clattering through reversing mills, trimming, cooling, and coiling machines, they emerge a few minutes later as long rolls of thin plate, as shown in the picture on the left. Their thickness is further reduced in a high-speed cold-rolling mill, from which the strips are ejected at speeds up to 2,000 ft a minute for further processing. In its final form the aluminium is ready for conversion into a multitude of uses.

A RIVER OF GLASS WHICH FLOWS ONCE IN EIGHTEEN MONTHS: One hundred and forty tons, or 12,000 gallons of molten glass are seen being drained off the furnace of the Northern Glass Company, Belfast. The operation, which takes place every 18 months, is to enable maintenance work to be carried out. The glass which has a temperature of 1,350 deg centigrade, is drained into a pit, where it is sprayed with water to fragmentate it. The glass can be used again when work is resumed. This Irish company has an output of 64,000 bottles per day, and is in operation 24 hours a day, seven days a week, and 10 months a year.

A CAVALRY CAMP IN THE CRIMEA: One of the war-pictures of Roger Fenton, the first accredited war photographer who accompanied the allied armies in the campaign of 1855.

ISMAIL PASHA AND HIS ATTENDANTS: The Khedive, one of the allied leaders, in the Crimea, where he posed for this picture by war correspondent Roger Fenton in 1855.

A FIELD POST OFFICE AND A MORTAR BATTERY ON THE CRIMEAN FRONT: Left—Orderlies visiting a shell-scarred building where they picked up mail for the troops. Right—"A Quiet Day at the Mortar Battery" was Roger Fenton's description of this picture taken in an emplacement on the battlefields.

A HORSE ARTILLERY ENCAMPMENT: Roger Fenton needed a waggon and five horses to bring his equipment to the Crimean camp where he took this picture. Inset on Left—Cannon balls at Balaclava.

The conflict in Korea has been receiving the best and most efficient photographic war coverage in history. Experienced cameramen, equipped with the most modern of cameras, have been covering the action right up to the front line, sharing the risks of the fighting men. The modern generation takes this coverage for granted, but 100 years ago, when the Crimean war convulsed the western world, news pictures from the front were naturally a sensation. The pioneer of war photographers was Roger Fenton whose work, shown on this page, is the subject of a special exhibition at Rochester, New York. Fenton carried to the battlefield a vast amount of equipment in a waggon drawn by five horses.

A PHOTOGRAPHER ON THE CRIMEAN BATTLEFRONT

The War Pictures of Roger Fenton at an American Exhibition

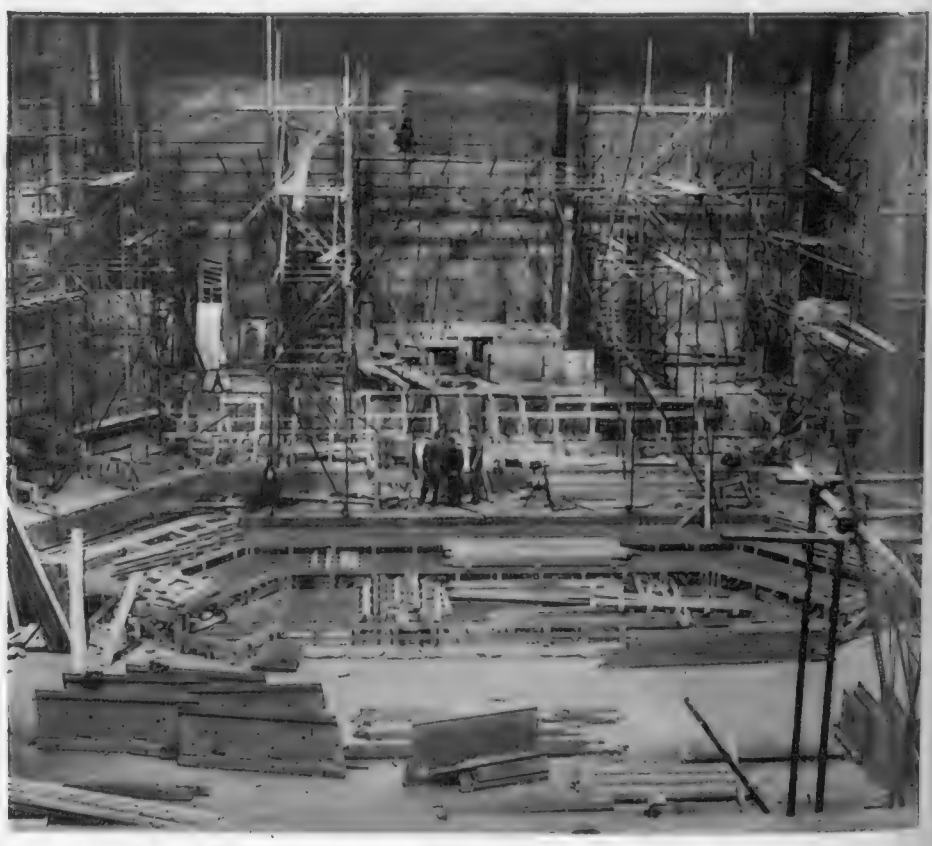
A BEACON THAT WILL SHINE OUT ACROSS LONDON: Steeplejacks, at the summit of the Old Shot Tower in the grounds of the Great Exhibition of the Festival of Britain, are seen engaged in erecting the lighthouse. There will also be at the top of the Shot Tower equipment for relaying television programmes to Birmingham. When the South London site was chosen for the Great Exhibition one of the first decisions of the committee was to retain the Shot Tower as a feature, and during last year shot-making activities were brought to an end.

THE FESTIVAL CHURCH IN SPLINTS: A skeleton tower of steel scaffolding has been erected alongside the existing tower of the Church of St. John in Waterloo Road, now being rebuilt in readiness for next year's Festival of Britain. The skeleton tower is only a temporary structure erected to facilitate work on the church tower. It is used as a hoist for bricks and mortar and other building materials. The Church of St. John, which is almost opposite one of the entrances to the site of the Great Exhibition on the South Bank, will be used as the Festival Church next year. Built soon after the Battle of Waterloo, it was hit by bomb in December, 1940, while many people were sheltering in the crypt. The church was largely destroyed, but the people taking shelter beneath it were all unhurt. Nearby is the Old Vic also refurbished for the Festival.

SOUTH LONDON 1951

THE PROGRESS OF PREPARATIONS FOR THE FESTIVAL

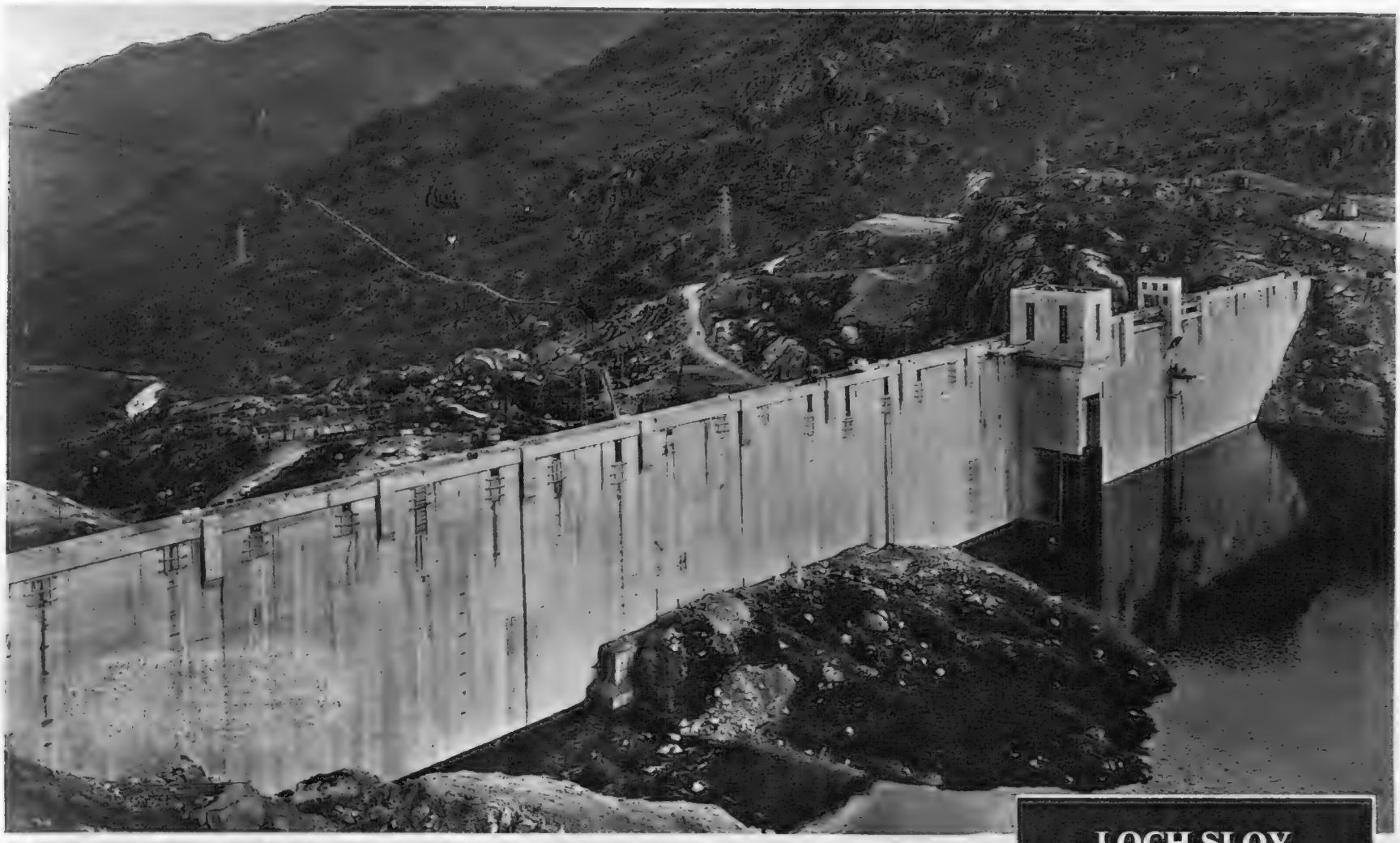
ROOFING THE GREAT DOME OF DISCOVERY: The network of steel on this upstream sequence at the Great Exhibition is now complete, and the task of covering the dome with metal sheeting goes ahead. Within the Dome visitors will see a display relating to Britain's achievements in world exploration. In the foreground is the roof of the transport building. In the background is County Hall.



WITHIN THE ROYAL FESTIVAL CONCERT HALL, A £2,000,000 BUILDING WHICH WILL REMAIN AFTER THE REST OF THE GREAT EXHIBITION HAS BEEN DEMOLISHED: At the end of the hall depicted here work is in progress on the construction of the concert platform, which will accommodate 112 musicians. The Royal Festival Hall construction programme is in two sections. The first consists of the concert hall itself with foyers, meeting room and car park. The second section will consist of a small theatre, dressing rooms and exhibition suite.

LOCH SLOY HARNESSED

THE GREAT POWER SCHEME IN OPERATION



550,000 TONS OF CONCRETE HAVE BEEN POURED INTO THIS MIGHTY WALL AT THE EASTERN END OF LOCH SLOY: The dam is 165 ft. high and forms a reservoir holding 1,200,000 gallons of water. The water is being conveyed through a tunnel in the mountains to the new power station at Inveruglas by the shores of Loch Lomond. The first turbines were started at Inveruglas earlier in the year, and power is now being fed to the industrial areas of the South-West of Scotland, notably to Glasgow.

THE DOWNSTREAM FACE OF THE DAM AT LOCH SLOY: The loch lies about thirty miles from Glasgow. In the area of the dam there are about 120 ins. of rain per year. The inflow of water is considerably aided by a system of open and closed aqueducts.

THE POWER STATION AT INVERUGLAS ON THE SHORES OF LOCH LOMOND: The pipes in the background bring the water from Loch Sloy on the last stage of its journey to the turbines at Inveruglas. The water has previously traversed a tunnel two miles long bored through Ben Vorlich. The pipes are seven feet in diameter.

WITHIN THE INVERUGLAS POWER STATION: The power station is equipped with four turbines driving alternators of 32,500 k.ws. each. Already part of the equipment is in operation, but the whole task should be completed sometime this Autumn when the Loch Sloy scheme will be adding its full quota to the Scottish Grid system.

The World of Books, By VERNON FANE

FLORENCE NIGHTINGALE, A NEW LIFE

A Biography That Creates and Sustains Interest in the Contradictory Victorian Character

Mrs. Cecil Woodham Smith has certainly written the biography of the month, probably of the season, and possibly also the definitive life story of her subject. FLORENCE NIGHTINGALE (Constable, 15s.) in fact is a book in a thousand, since it achieves that dream of ambitious biographers, of creating and sustaining interest in a character who, in spite of world-wide fame, has few of the obvious attractions. Miss Nightingale, for instance, was autocratic, domineering, harsh, and at the same time, sentimental in the most Victorian degree. She suffered for the greater part of her own long life from ill-health and yet ignored the ill-health of her friends, and drove them to work for her causes till they collapsed. When working at the fullest pitch, usually from her sofa or bed, she would not sleep for twenty-four hours, and equally despise those of her colleagues who needed rest.

A mass of contradictions, there was one driving force in her life, and one central stimulus to work which never altered and to which the famous Crimean experiences were only the introduction. That was her love for the British Army which made her beloved by the soldiers, and rather more than a thorn in the side of the War Office. In 1910, when she died at the age of ninety, she was carried to her grave by six sergeants of the British Army, and they represented and forecast a tradition of devotion to her memory.

For some idea of the vast range not only of her interests but of her unique authority one may read that, during the 1860's, " for four years every problem affecting the health and sanitary administration of the British Army was referred to Miss Nightingale, though she was not only a woman but an invalid who never left her house and for months on end did not leave her bed . . . . Her genius for financial administration was extraordinary. She devised a cost-accounting system for the Army Medical Services which . . . . eighty years later was still in use ".

Miss Nightingale attempted and in some measure succeeded in the reconstruction of that medical service and, with Sidney Herbert, planned the wholesale reconstruction of the War Office from top to bottom. That was not to be, and after Herbert's death she acknowledged it, writing in 1862, that she had done the work of a Secretary of State at the War Office for five years but she was doing that work no longer. She had passed from being an administrator to being an adviser, and as such she had thirty or forty years more activity. Surely Miss Nightingale was one of the most extraordinary of Englishwomen, and surely too, this is a worthy biography of her : a piece of work as distinguished as it is vividly and continuously interesting.

During much of Miss Nightingale's life, and having at least two mutual friends in common, lived two poets whose romance is one of the better known of English Victorian stories. Robert Browning and Elizabeth Barrett were married in 1846, without the knowledge of her father, and to his lifelong disapproval. Elizabeth Barrett was six years older than her husband, and another invalid who spent the greater part of her time on a sofa in her bedroom. Nevertheless, she planned and carried out the elopement with Browning, and travelled with him to Italy where they lived for years and where their son was born.

Their life together was brief enough, for she died in 1861, but it was idyllically happy and has been the subject of countless biographies, poems and romantic novels. Miss Frances Winwar, in THE IMMORTAL LOVERS (Hamish Hamilton, 15s.), is not only occupied with the love story, however, but traces the early and often parallel courses of the two poets' lives, and, after the end of their marriage, the coming of Browning's world-wide fame, his vast social success, for which incidentally he was often criticised, and in the end his death in Venice, and his burial in Westminster Abbey. The style here is less taut and more lyrical than in the other biography, which may suit its theme better, though it adds little to its readability, but the book does succeed in the author's object of showing the famous pair not only as the poets they were, but as two human beings deeply and lastingly in love.

AT THE DESK AT WHICH HIS FATHER WROTE "THE EMPEROR JONES": Eugene O'Neill Jnr., son of the celebrated American playwright, seen at his home at Woodstock, New York. He was found dead at Woodstock on September 25, apparently as a result of suicide. Eugene O'Neill Jnr. was a free-lance writer and a lecturer.

THE SITWELLS SAIL FOR THE UNITED STATES ON ANOTHER LECTURE TOUR: Sir Osbert Sitwell and his sister Edith on the deck of the "Queen Elizabeth". Sir Osbert has just finished the fifth volume of the "Sitwell Saga".

A HISTORY OF THE ENGLISH PEOPLE (Longman's 27s. 6d.) is a formidable title and the big book, at first glance, a formidable undertaking, but I can assure you that in fact this is a volume of real enchantment that you will want to own, to refer to, and to re-read, particularly in your favourite passages for years to come. Mr. R. J. Mitchell and Mr. M. D. R. Leys have set out, with appropriate academic qualifications, to give the pattern of daily life in England over ten centuries. At the head of their prologue they quote Dr. Johnson's saying : " I wish much to see one branch well-done, that is the history of manners, of common life ". It may be said that these two infinitely industrious authors, to whom congratulations, have done just that.

Here you will find, and I recommend you to the excellent index, a guide to the customs and practice through these centuries in such matters as food, household management, baths, mails, games, crime, advertisements, schools, and so on, in a profusion that is rich and orderly, and which includes subjects as varied as town planning, actors and umbrellas. A wonderful book and, if it is not too early to be thinking of such things, a sensible Christmas present for friends with enquiring minds.

For over twenty years, till his death in 1943, Father Vincent McNabb, a Dominican priest, spoke every Sunday afternoon from the platform of the Catholic Evidence Guild at the speakers' corner at Marble Arch, just inside Hyde Park and on nearly every occasion his audience included Mr. Edward Siderman, an Orthodox Jew, who became Father Vincent's most persistent heckler. Heckling can be fun, but it can also be a strenuous mental combat, and it appears that Mr. Siderman's was of the latter kind. But during those years of acute intellectual argument, something happened. The heckler had grown to love the friar, and the friar to love the heckler.

A SAINT IN HYDE PARK (Geoffrey Bles, 7s. 6d.) is Mr. Siderman's little book of memories and anecdotes of the Dominican, and it manages to be both controversial and touching.

In November, 1939, we were startled in England to read that two British Intelligence officers had been kidnapped in neutral Holland by agents of the Gestapo and forcibly taken into Germany. Although this was a small incident, it seemed at the time an extraordinary one, and not until now has the public had an opportunity for finding out what lay behind it, and what followed the raid on the Dutch cafe on the borders of Germany and Holland.

THE VENLO INCIDENT (Hutchinson, 12s. 6d.) has been written by Captain Payne Best, the senior of the two officers, who spent five and a quarter years in the prison camp of Sachsenhausen, and who during that time kept abbreviated but meticulously accurate diaries, even to rosters of the guards' hours of duty. Captain Best, a man of fifty-five at the time of the kidnapping, was an Intelligence officer who knew Germany and the Germans well, and had had a lifelong experience of the country. With another officer, after two months of war he decided to attempt to make contact with what he had been informed were the dissentient elements in Hitler's state, and arranged a rendezvous only to find that he and his brother officer had walked into a trap that was to remain closed on them for the rest of the war.

Captain Best writes with modesty of his adventures within the prison camp, and of the curious ascendancy he seems to have gained over his guards, and his book is one well worth adding to the shelves of war literature, written on the personal plane.

With the admirable intention of visiting Indian jungles and seeing tigers without shooting them, Miss Ethel Mannin recently journeyed seven thousand miles about India and Pakistan with her daughter, Miss Jean Porteous, and has now written JUNGLE JOURNEY (Jarrolds, 15s.) as one result of that ambitious trip. The book, which is well illustrated by Miss Porteous' photographs, is typical of the writer's verve, energy, determination and lively bias. It is, in fact, quite as much Mannin as India, and makes far from humdrum reading.

Mother and daughter, but especially the former, set out on their travels in a frame of mind inimical to guide book information, even when, as one later thinks, it might have been far more helpful than the haphazard guidance of some of their acquaintances. They stayed in nearly every instance with the people of the country, and travelled with them second class by railway in circumstances of unrelieved tedium, noise, overcrowding and discomfort. Or so it would seem to most readers.

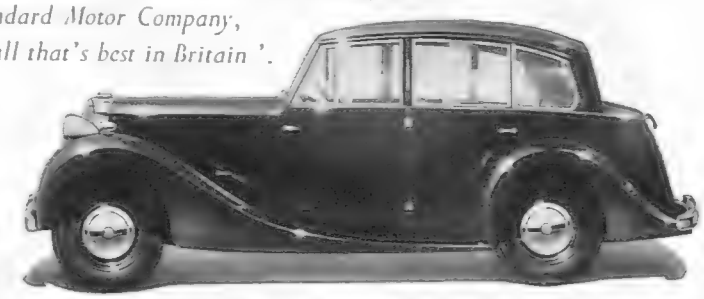
They hunted tigers on elephant back, and without lethal intention, and they found them. They discussed local and political problems, they investigated native cities, they explored mental hospitals, elephant lines and burning *ghats* with impartial ardour, and now, as the newsboys used to say, we can read all about it. If the reading is a little bewildering, so indeed must the journey have been.

One of the great passions of Mr. Christopher Morley's life must surely have been words. Words sometimes arranged in seemly and graceful order ; words occasionally pouring out with more splash than form ; and words occasionally making their appearance in such rare forms that they interrupt the narrative as much as a dignified hiccough. THE IRONING BOARD (Faber, 10s. 6d.) is a collection of essays, tributes to other authors, skits and burlesque detective stories, and in all these shapes and patterns Mr. Morley's passionate preoccupation with words for their own sake is visible. Perhaps it is the relative rigidity and austerity of the novel form that discourages him from writing more than one in a decade, or something like that period. There is more fun to be had with words in essays, and literary fun is what suits Mr. Morley.

All that's best in Britain...

The State opening of Parliament . . . truly a Royal occasion with its colour and its pageantry . . . yet symbolising the very essence of our British Democracy . . . all that's best of the Past joining with, and giving authority to, the needs of the Present . . . an occasion as typical of our way of life as the craftsmanship that goes into the products of the Standard Motor Company, representing as they do in every detail of their design ' all that's best in Britain '.

The Triumph Renown



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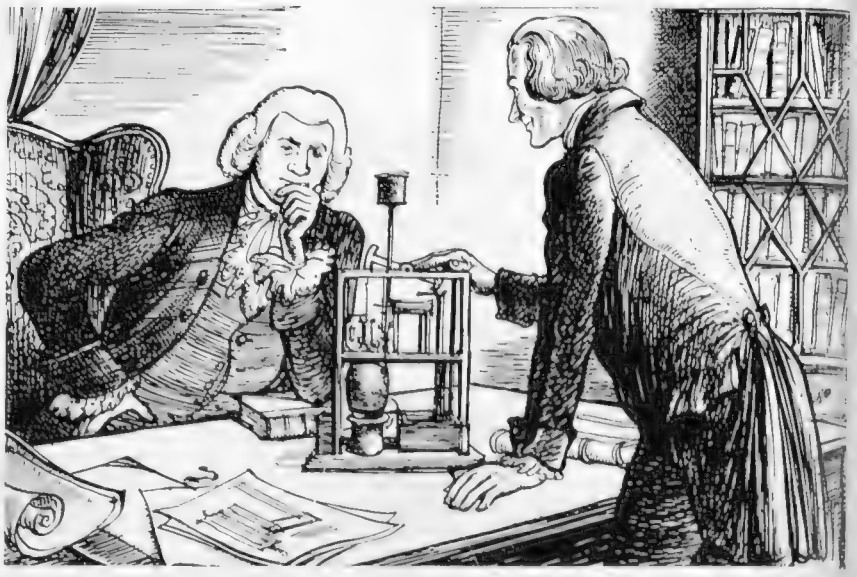

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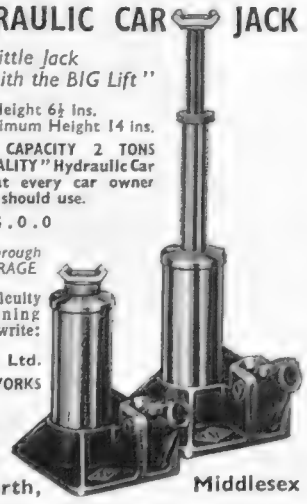

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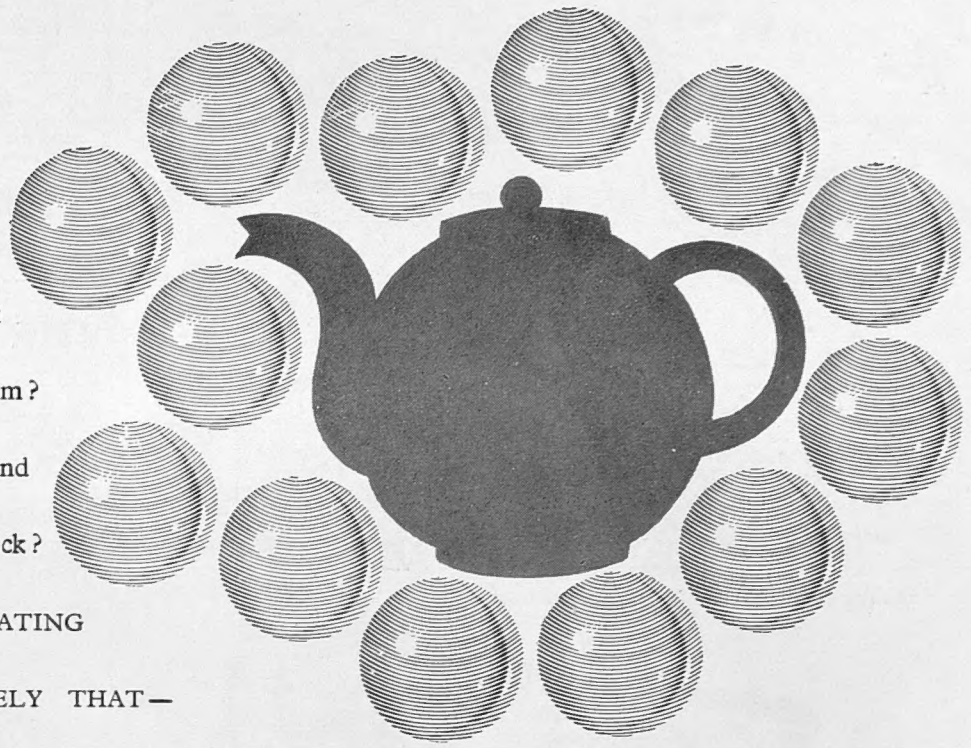

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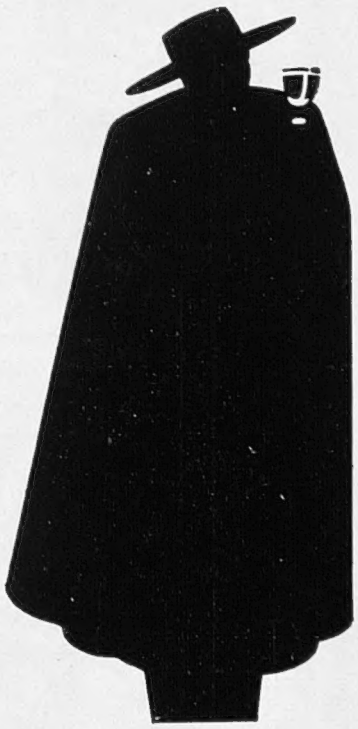

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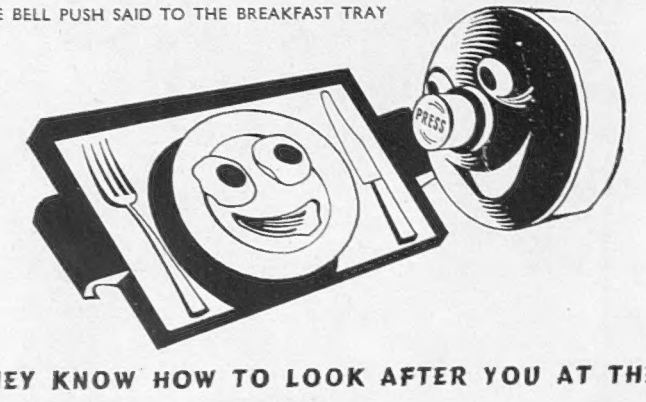

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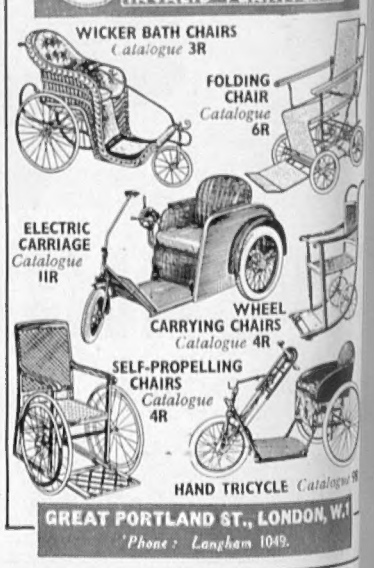

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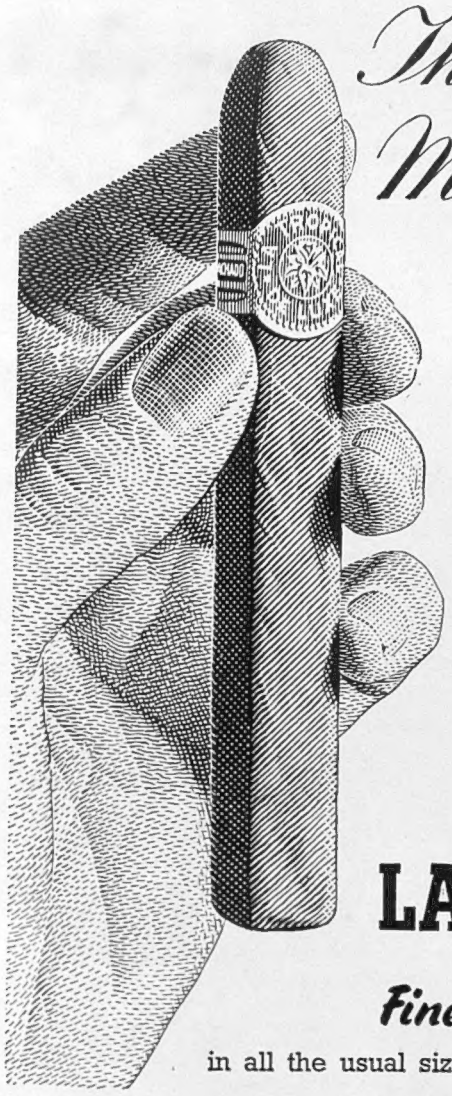

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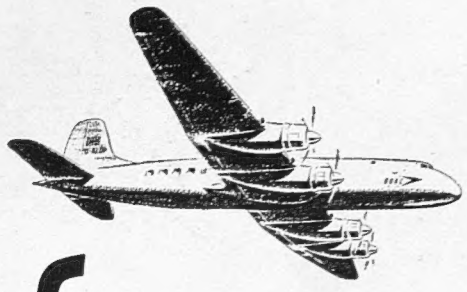

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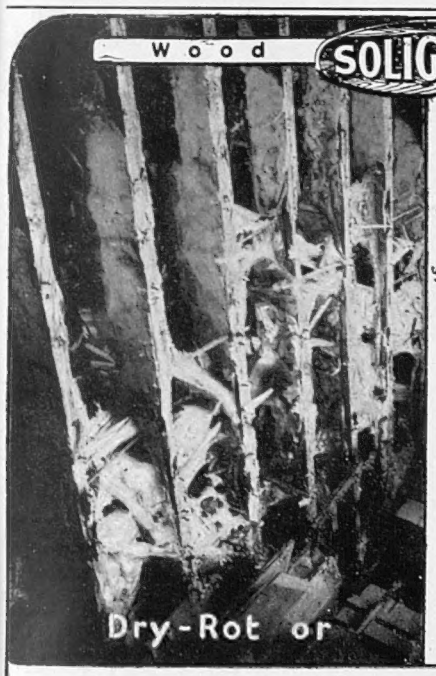

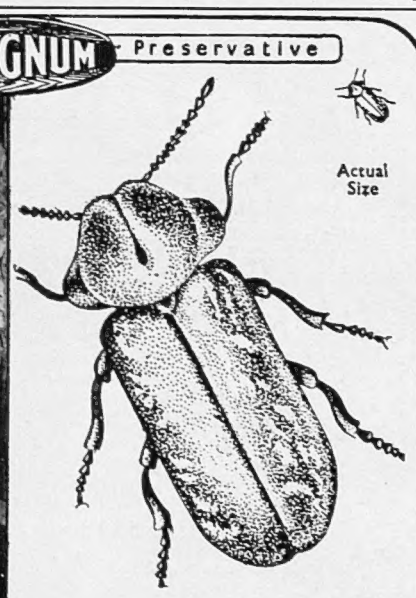

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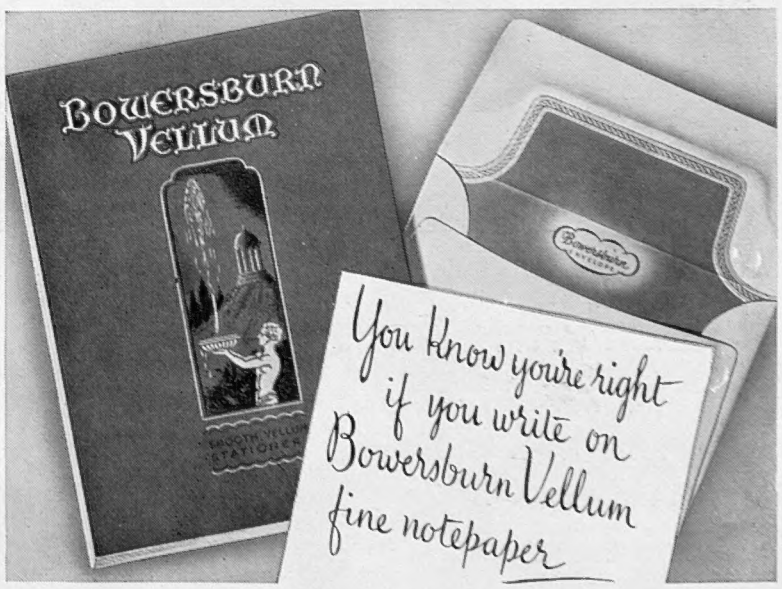

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